Georgia Langer

From: Brad Allan <brad.allan71@icloud.com>
Sent: Thursday, November 21, 2024 9:27 AM
To: Roger Alfred; Ted Reid; Legislative Coordinator
Cc: kleinmanjl@aol.com; robertliberty9425@comcast.net; sherwoodfarmalliance@gmail.com
Subject: [External sender]Additional information for the record of Metro's UGR report and UGB decision

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Mr Reid, Mr Alfred, and Metro -

I strongly oppose the proposed Sherwood West UGB expansion for the following reasons:

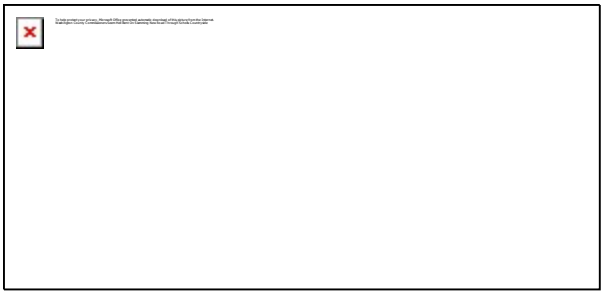
- As a home owner that has Chicken Creek running through my property, the environmental impact of this expansion and the ripple effect on the Tualatin and overall watershed will severely impact those natural resources, including displaced wildlife.
- What's occurred in Tigard/Beaverton with the explosion of housing along Roy Rogers and Scholls Ferry without the necessary infrastructure support is a travesty. Far more strain has been placed on our valuable natural resources, wildlife has been displaced from their homes, farming and produce production has been negatively impacted.
- Oregon taxes are already too high, the increase for the current residents of Sherwood to pay for new roads, drinking and stormwater lines, sewage lines, schools, and fire/police services is beyond a reasonable expectation.

For supporting evidence, I'm including several links: the USDA website, a link to the NIH website, an article from the Hillsboro Herald, and a link to resident comments regarding the UGB expansion for the Roy Rogers/Scholls Ferry area.

https://pmc.ncbi.nlm.nih.gov/articles/PMC7114918/

https://research.fs.usda.gov/environment/urbanforestry/urbanwildlife#:~:text=Changes%20caused%20by%20human%20activity,essential%20to%20combatting%20biodiversity%20loss

https://www.oregonmetro.gov/sites/default/files/2018/08/07/Appendix-C-surveyresponses-comments-received_2018UGR-final.pdf



Washington County Commissioners Seem Hell Bent On Slamming New Road Through Scholls Countryside
hillsboroherald.com

Please confirm that this email and linked reference material has been made part of the record of this proceeding.

Thank you for your assistance.

Sincerely,
Brad Allan
22555 SW Schaltenbrand Lane, Sherwood, 97140

Georgia Langer

From:	Ted Reid
Sent:	Thursday, November 21, 2024 11:04 AM
To:	karla.baur@comcast.net; Roger Alfred; Legislative Coordinator
Cc:	kleinmanjl@aol.com; robertliberty9425@comcast.net; sherwoodfarmalliance@gmail.com
Subject:	RE: [External sender]RE: Additional information submitted to the record of Metro's UGR report and UGB decision

From: karla.baur@comcast.net <karla.baur@comcast.net>
Sent: Thursday, November 21, 2024 11:03 AM
To: Roger Alfred <Roger.Alfred@oregonmetro.gov>; Ted Reid <Ted.Reid@oregonmetro.gov>
Cc: kleinmanjl@aol.com; robertliberty9425@comcast.net; sherwoodfarmalliance@gmail.com
Subject: [External sender]RE: Additional information submitted to the record of Metro's UGR report and UGB decision

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Mr. Reid and Mr. Alfred,

I oppose the proposed Sherwood West UGB expansion. #1 – The current boundaries have enough open space to provide for additional housing and commercial needs for many years to come. (Just not the expanse of land that developers love – like what's happening on Roy Rogers). #2 – The infrastructure required to build adequate roads for the great increase in traffic is too expensive. The current roads are highly inadequate for our current traffic, and the upcoming Costco in Sherwood will overwhelm what we now have.

I am sending this email to the Council as part of their deliberations on the Urban Growth Report and proposed Sherwood West urban growth boundary expansion on November 21.

Please confirm that this email have been made a part of the record of this proceeding.
Thank you for your assistance.
Sincerely,
Karla Baur
21525 SW Eastview Road
Sherwood, OR 97140
****
Sent from Outlook

Georgia Langer

From: sjo.belles@frontier.com
Sent: Thursday, November 21, 2024 12:21 AM
To: Roger Alfred; Ted Reid; Legislative Coordinator
Cc: kleinmanjl@aol.com; robertliberty9425@comcast.net; sherwoodfarmalliance@gmail.com

Subject: [External sender]Submission for the Record of Metro's Urban Growth Report and UGB Decision

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Mr. Reid, Mr. Alfred, and Ms. Langer:

I oppose the proposed Sherwood West UGB expansion. Sherwood West is an area of farms, forests, vineyards, creeks, hills, wildlife habitat, and existing rural residents in the countryside. It's an area that deserves to be protected. If you are inclined to approve an expansion, I strongly urge you to dramatically reduce the amount of acreage brought into the UGB.

Making development pay for itself should be required. I don't mean just a one & done upfront fee/SDC. After a developer pays their one-time SDCs, they get to run away with millions of dollars in profit, while the existing residents are left with the traffic congestion as well as the burden of paying for new schools, new roads, new water facilities, new fire stations, and staffing for all of these things due to the increase in population their development has created. Sure, developers may pay for the streets directly in front of the houses they are building; however, they don't contribute anything to improve all of the arterial roads and highways (like 99W) that become overburdened due to the thousands of new residents their developments add. Chances are, many of the people who will occupy all of these new homes don't even live in our state right now.

There are only a few east/west roads that connect Sherwood West to Hwy 99W (which is our lifeline to everything), and the City of Sherwood has no intention to increase those. They have only proposed new north/south roads which won't intersect with Hwy 99W. I fear all of us in West Sherwood will be stuck up the hill unable to access Hwy 99W if several thousand new residents move here and clog up our sloped, narrow, two-lane country roads. The intersection of Edy Road and Hwy 99W will see much more traffic but can't be expanded due to Walgreens being on one side and the Providence building being on the other. If there are thousands of additional vehicles to compete with, it's going to create car accidents and unsafe conditions for the existing residents already in the UGB who live on the side streets who need to pull out onto Edy Road. There is no public transportation in this area, and I doubt people would use it even if there was.

If you need one example of traffic dysfunction that has been created by adding thousands more homes all in roughly the same geographic area, like the South Cooper Mountain, Tigard/West Tigard, and King City expansions, look no further than SW Fischer Rd and Hwy 99W. Traffic traveling north on Hwy 99W often comes to a stop well before this intersection, because there are so many cars waiting to make a left turn onto Fischer Rd that they have spilled out over the long left turn lane and are now stopped sitting in the left TRAVEL lane of Hwy 99W, creating a major safety hazard. Don't even get me started about how many cars run the red light through this left turn. This is right in front of a TVF&R station, and the results of this gridlock traffic are going to prove tragic when an emergency arises, and fire trucks can't get to where they need to go. I've lived in Oregon my whole life and on this side of town for the last 30 years – it never used to be like this until the River Terrace and other developments began to overwhelm Hwy 99W. The burden of added traffic can occur miles from the actual development.

Many of us existing residents are retired and on fixed incomes. "Affordable housing" is more than just the purchase price of a house or cost of rent - it also means not taxing seniors out of their homes. Dramatically increasing our property taxes via bonds and levies is doing exactly that. Developers should only be allowed to build if it doesn't adversely affect the pocketbooks of the existing population in the area. Sherwood residents are already paying handsomely for the 2016 Sherwood School bond that built the largest high school in all of Oregon complete with a four-story all-glass atrium that is very expensive but not necessary for a good education. (That's one of many examples of Sherwood Schools not being good stewards of taxpayer dollars.) Then, after they mismanaged funds, they again approached residents for more money in the form of an expensive levy in 2022 which passed. So my point is, with Sherwood West development, who do you think will be footing the bill for even more schools? Developers – no. Just the newly arrived residents who created the need for more schools – no. The burden will again fall on the shoulders of existing residents, most of whom don't want Sherwood West to be developed in the first place. Sixty-One percent (61%) of my excruciatingly high property taxes already goes to Sherwood Schools. My husband and I cannot afford that number to go even higher. Please don't pave the way for development to force us out of our home.

Last but not least, a critical concern we cannot ignore is the negative effects that developing Sherwood West would have on our environment. As I've mentioned, this is an area of forests with mature trees. On any summer night's weather report, you will hear about Portland's many "heat islands". We are in a climate crisis, and these trees help us by providing cooling shade, sequestering carbon, preventing erosion, and providing wildlife habitat. When you replace trees with concrete and asphalt, the whole area heats up. City planners like to say that developers will replant trees, but that is a joke, because the tiny little trees they plant have a diameter of your thumb and are not even remotely equivalent to the large mature trees they have cut down in their quest to make even more money. What's even worse, is when they clear the land then set what they've cleared on fire! There is a property on Scholls-Sherwood Rd & Elwert Rd that has burned huge slash piles every day for months at a time polluting our air with tons of smoke. Ironically, the property is very close to the Tualatin National Wildlife Refuge. I can't imagine the air pollution is good for the birds. I know it's not good for us.

For many reasons, Sherwood West is an area that deserves to be protected from development. Oregonians don't want urban sprawl from the mountains to the coast. We need farms. We need forests. We need the Red-Tailed Hawks, bobcats, owls, deer, beavers, coyotes, and quail that call this area "home". Once these pristine areas are gone, they are gone forever. Please reject the Sherwood West Expansion. At the very least, please do not grant the entire 1,291 acres.

Please confirm that this email has been made a part of the record of this proceeding.

Sincerely,

Cindy Belles
Sherwood, Oregon

November 21, 2024

TO: Metro Council

FROM: Joe Cortright, City Observatory

RE: Testimony on Proposed Sherwood UGB Expansion

Please accept the following as testimony in opposition to the proposed Sherwood UGB Expansion.

Metro proposes to expand the Urban Growth Boundary in Sherwood by nearly 1,300 acres, chiefly to accommodate additional single family housing.

This expansion flies in the face of the region's stated commitment to fighting climate change by reducing greenhouse gas emissions, and decreasing car dependence. Additional peripheral development in the Metro area, especially in the Sherwood area only increases the number of households dependent on automobiles to make most of their daily trips.

Metro's own studies show that low density and single family development on the periphery of the region has the highest level of vehicle miles traveled per capita of all forms of residential development. Data from Kamen and Jones (https://coolclimate.org/ecodatalab/vehicles.html). show that the average Sherwood household has to drive nearly twice as far as the typical Portland resident each day, adding dramatically to traffic congestion, air pollution and household costs.

All this car travel increases public sector costs, as well. The key highways serving car travel in this part of the region (Highway 99W and Interstate 5) are already saturated to capacity at peak hours. The region faces major unfunded costs for additional highway capacity (the Boone Bridge at Wilsonville and the second and later phases of the Newberg Dundee Bypass) which amount to more than a billion dollars in expense. Added car dependent sprawl in this part of the region only aggravates this transportation problem. In addition, accommodating additional households in car-dependent locations as opposed to within the existing UGB, and especially near town centers and existing high capacity transit, undercuts the viability of transit operations.

The proposed UGB expansion, while supposedly predicated on concerns about affordability, actually will make overall living affordability worse, when housing and transportation costs are combined. Peripheral housing may be lower priced than more central housing, but this is almost entirely because it imposes permanently higher transportation costs (in terms of time, money and car dependence) on its residents. It is an utter false economy to assume we can make living more affordable by building additional housing on the urban periphery. In addition, it is profoundly cynical to assert that new peripheral housing will somehow be "affordable" to

lower income households: the high transportation costs associated with peripheral location, and the effectively mandatory requirement that a household own one (or more) cars in order to live in such locations means that living here will not be affordable to many low and moderate income households, especially by comparison to housing in more location efficient, transit-served locations.

Over the past several decades, the existence and maintenance of the urban growth boundary has led to a much more compact and denser pattern of development in the Portland area which has led to reduced levels of vehicle miles traveled per capita compared to other comparable US metropolitan areas. It has also helped stimulate higher levels of transit use (and service). I have estimated that the residents of the Portland region collectively reap a "green dividend" of more than $1 billion per year from lower travel costs due to this pattern of denser, more compact development.

Expanding the UGB in Sherwood as proposed in this amendment flies in the face of the success of that policy. And this comes at a time when Metro is manifestly failing to meet its stated climate objectives. In 2014, Metro adopted its "Climate Smart Strategy" pledging to reduce greenhouse gas emissions from transportation—the region's largest source of climate pollution—in significant part by wise application of its land use planning powers. But the record of the past decade shows that the region has registered significant increases in both vehicle miles traveled and transportation greenhouse gas emissions. If Metro is at all serious about its legally adopted greenhouse gas reduction goals, it will reject this proposed urban growth boundary amendment.

Metro's failing climate strategy

By Joe Cortright ⋮ 34-43 minutes ⋮ 12/30/2021

Metro's Climate Smart Strategy, adopted in 2014, has been an abject failure

Portland area transportation greenhouse gasses are up 22 percent since the plan was adopted: instead of falling by 1 million tons per year, emissions have increased by 1 million tons annually, to more than 7 million tons, putting us even further from our climate goals.

Metro's subsequent 2018 RTP has watered down the region's climate effort far below what is needed to comply with Oregon's statutory greenhouse gas reduction goal, based on the assumption that 90 percent of emission reductions would be accomplished with cleaner vehicles.

All of Metro's key assumptions about transit, vehicle turnover, technology adoption, and driving, have been proven wrong.

The plan has set a goal for reducing vehicle miles traveled that is actually weaker than the reductions the region achieved in the decade prior to the adoption of the "Climate Smart Strategy."

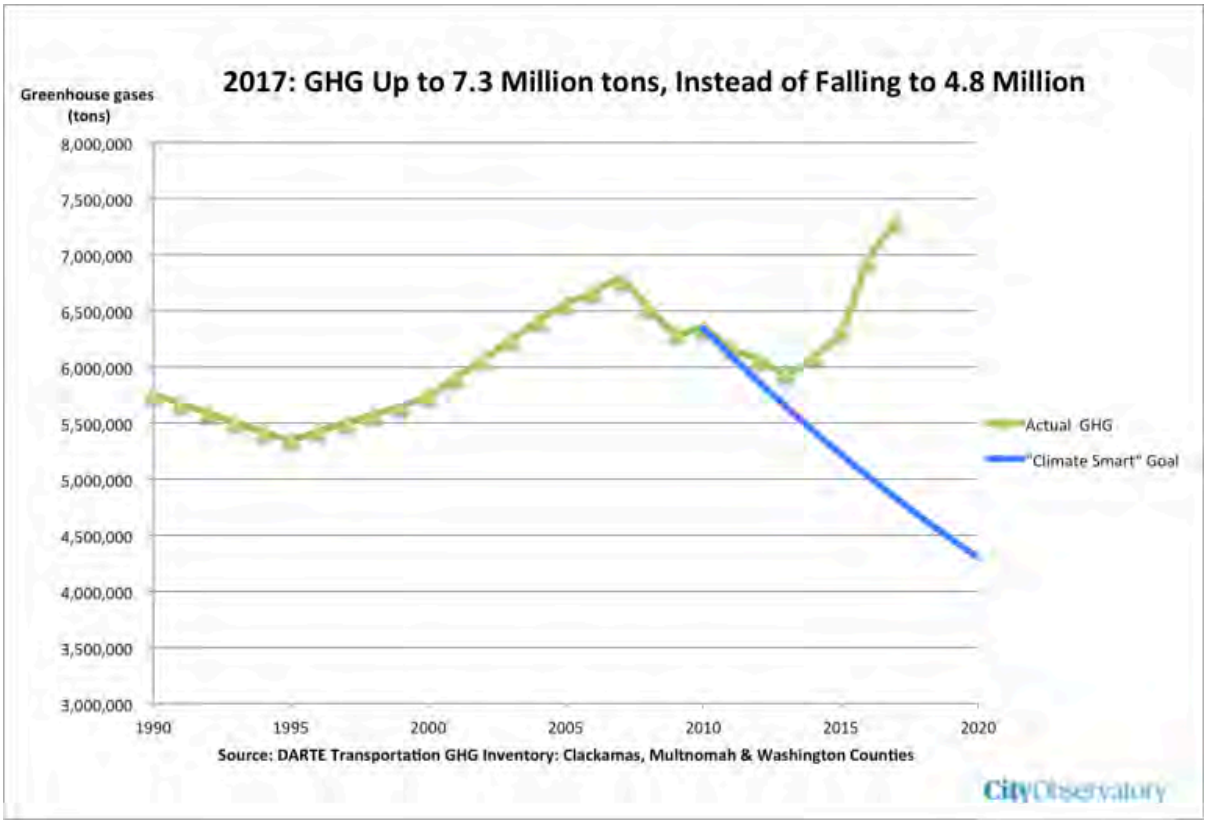
The agency has not acknowledged the failure of its climate efforts, and is at the same time moving forward to allow the Oregon Department of Transportation to build a series of freeway widening projects that will add more than 140,000 tons of greenhouse gasses per year.

Metro, Portland's regional government, talks a good game when it comes to climate. It has adopted a so-called "Climate Smart" strategy, and a regional transportation plan that it claims will lead to a reduction in greenhouse gasses. But a close analysis of the Metro's planning documents and other independent information shows the plan is failing, and is far too feeble to come anywhere close to achieving the state's adopted legal goal of reducing greenhouse gasses by 75 percent by 2050.

1. We're going in the wrong direction: Portland transportation GHG up 22 percent

The clearest measure of failure is the one million ton increase in annual greenhouse gas emissions in Portland over the past few years. Carbon emissions accounting is technical and complex, but for Portland, for the past five years, when it comes to transportation greenhouse gas emissions, and whether we're making progress, there are just three

numbers you need to know: 6, 5, and 7. In 2010, (the base year for Metro's Climate Smart Plan), the tri-county area produced about 6 million tons of greenhouse gasses from transportation. The plan set a goal of reducing transportation greenhouse gasses by about 63 percent by 2035 (the plan's terminal year), which means that to be on track, the region would need to lower its emissions to about 5 million tons of transportation GHGs by 2017. But the data from the DARTE national transportation greenhouse gas inventory shows that the region's emissions increased to more than 7 million tons. So instead of reducing greenhouse gasses by at least a million tons, we've actually increased greenhouse gasses by more than a million tons. We're not just "not making progress," we're going rapidly in the wrong direction. Since 2010, we've fallen about 2.5 million tons behind the path we need to be on in order to meet the goal laid out in Metro's Climate Smart Strategy.



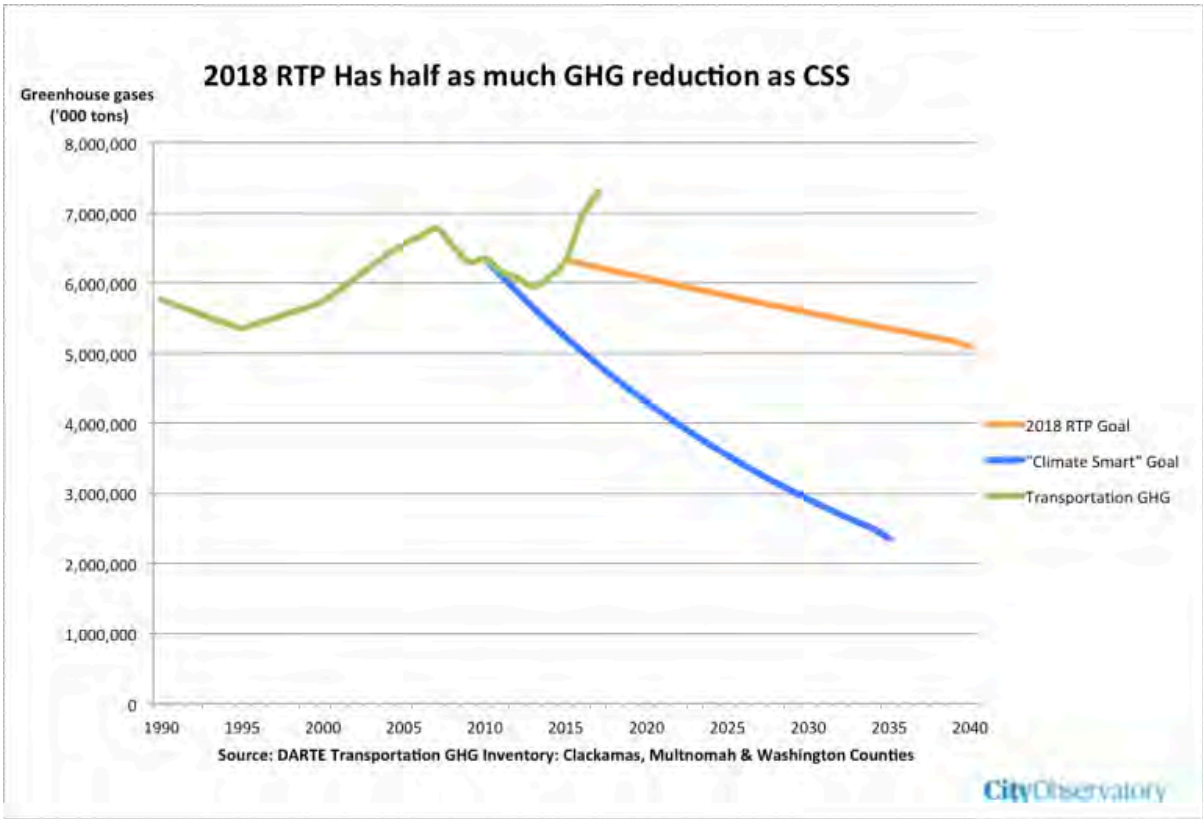
Metro's monitoring report, prepared as part of the 2018 Regional Transportation Plan, fails to acknowledge that the region is manifestly failing to reduce GHGs.

2. Metro's 2018 Regional Transportation Plan doesn't even propose to get us to the adopted state GHG Goal

Metro's climate plans are spelled out in two documents, a "*Climate Smart Strategy*" (CSS) adopted in 2014, which proposed a 20 percent reduction in vehicle miles traveled, and a subsequent 2018 *Regional Transportation Plan* (RTP). The adopted 2018 Regional Transportation Plan borrowed much of the rhetoric from the 2014 Climate Smart Strategy, but without any announcement or fanfare, radically watered down the region's greenhouse

gas reduction objective. The CSS set a goal of reducing GHG's by 63 percent by 2035; the 2018 RTP modified this to a GHG reduction of only 19 percent by 2040 (RTP Table 7.31 "Projected Mobile Source Greenhouse Gas Emissions by Investment Strategy.).

The following chart shows the difference in the two plans. The starting dates for the two plans are set to the base years for their climate calculations (2010 for the CSS, 2015 for the RTP). The glide slope lines are computed as the average annual percentage reduction in greenhouse gases needed to reach the end year target.



Metro's Climate Smart goal falls far short of what's needed to meet Oregon's statutory greenhouse gas emissions reduction, and even further short of meeting Governor Brown's Climate Emergency Executive Order—which calls for an 80 percent reduction in greenhouse gas emissions by 2050. Metro is relying as its justification for these goals a claim t*hat is following guidance from LCDC.* But in fact, Metro is planning for a reduction in vehicle miles traveled than is only one-fifth as much as called for in state regulations (see #4 below), and our analysis shows that overly optimistic assumptions used by LCDC mean that VMT reductions actually need to be much larger than specified in the LCDC targets (Appendix B). Not only is it failing to comply with the LCDC regulations (as explained here), those regulations have set planning goals that are now inadequate. Also: LCDC's regulations don't supersede or repeal the state statutory mandate to reach a 75 percent reduction in GHG by 2050, and Metro's Climate Smart Strategy and 2018 Regional Transportation Plan are inadequate to put the region on track to do its share to achieve the 2050 goal of a 75 percent reduction in transport greenhouse gas emissions.

3. Metro's plans assumes other people will reduce transport GHGs, not Metro, and its assumptions have been proven wrong

Both the Regional Transportation Plan and the earlier Climate Smart Strategy rely almost entirely on optimistic assumptions about vehicle fuel economy, electrification, fewer trucks and SUVs, and cleaner fossil fuels. Roughly 90 percent of the reduction in per capita greenhouse gasses claimed by Metro come from actions over which it has no control. Its strategy is far less about what it will do to address climate change, and almost entirely wishful thinking about what others will do.

Metro's 2014 Climate Smart Strategy was based on assumptions that other entities (some unspecified combination of the federal government, state government, auto makers, car buyers) would take actions that reduce greenhouse gas emissions per vehicle mile traveled by 38 percent between 2010 and 2035. Metro's plan actually contains no actions that influence per vehicle mile vehicle emissions.

FLEET AND TECHNOLOGY ADVANCEMENTS ASSUMED IN THE CLIMATE SMART STRATEGY

	Strategy assumptions	2010 Base Year (Reflects existing conditions)	2035 Climate Smart Strategy	2020 Actual
Fleet	Fleet mix (proportion of autos to light trucks)	auto: 57% light truck: 43%	auto: 71% light truck: 29%	auto: 25% light truck: 75%
Fleet	Fleet turnover rate (age)	10 years	8 years	12 years
Technology	Fuel economy (miles per gallon)	auto: 29.2 mpg light truck: 20.9 mpg	auto: 68.5 mpg light truck: 47.7 mpg	Current Fleet: 22.2 MPG
Technology	Carbon intensity of fuels	90 g CO_2e/megajoule	72 g CO_2e/megajoule	NA
Technology	Light-duty vehicles that are electric vehicles (EV) or plug-in hybrid electric vehicles (PHEV)	EV or PHEV auto: 1% light truck: 1%	EV or PHEV auto: 8% light truck: 2%	NA
Technology	Electric vehicle battery range (miles)	auto: 50 miles light truck: 25 miles	auto: 215 miles light truck: 144 miles	NA

(Source: Metro Climate Smart Strategy (2014). Right hand column data supplied by City Observatory; sources noted in Appendix B).

Similarly the 2018 RTP is based on even more aggressive assumptions about cleaner vehicles, drawn from the Oregon Department of Transportation's Statewide Transportation Strategy.

None of the key assumptions in Metro's climate plans are being realized. Federal fuel economy standards are being watered down, SUV and light truck sales are more than double market share assumed in Metro's modeling, older, dirtier vehicles are lasting longer and being driven further, and vehicle electrification is proceeding too slowly to achieve adopted goals. Further data for each of these points is provided in Appendix B.

- Metro assumed that average vehicle fuel economy would more than double. Actual fuel economy has barely moved in the past decade.
- Metro assumed that people would buy new cars more often, and scrap old cars more quickly causing average vehicle age to decline (get newer) by 25 percent, with average age declining from 10 years to 8 years. Instead, average vehicle life has increased to almost 12 years.
- Metro assumed most people would buy more small and efficient passenger cars, and fewer trucks and SUVs. Metro assumed that lighter more efficient passenger cars would make up 70 percent of the market, outselling trucks and SUVs more than 2-to-1. The opposite has happened: the market for passenger cars has collapsed to less than 30 percent market share.
- Metro didn't make explicit predictions about vehicle electrification, but data from ODOT show that by 2029, no more than 3 percent of the state's light duty vehicle fleet is expected to be electric.

4. Metro has a feeble and ever-shrinking goal for reducing vehicle miles traveled.

There are basically two ways to reduce greenhouse gas emissions: Cleaner cars or less driving. Metro policies have almost no influence on cleaner cars; in contrast, Metro's policies, including land use planning, permitting more road capacity, and assuring alternatives, like biking, walking and transit, can all influence the amount of driving.

It's a bit of a simplification, but these two concepts can be reduced to two measures: Grams of carbon per vehicle mile (cleaner cars), and vehicle miles traveled (less driving). As discussed above, Metro's RTP is overwhelmingly counting on "cleaner cars" as providing roughly 90 percent of the reduction in transportation GHGs through 2040, and counting on less driving to provide only about 10 percent of greenhouse gas reductions.

For any given level of pollution per mile, increases in vehicle miles traveled result in increases in greenhouse gas emissions. Transportation planners focus on "vehicle miles traveled per capita" to measure the level of driving in a metropolitan area.

Metro's initial plan, the 2014 Climate Smart Strategy, set a goal of reducing per capita VMT by 20 percent by 2035. As presented in the original Climate Smart Strategy, Metro identified a goal of reducing VMT per capita by 20 percent from 2010 levels, from 20 miles per person per day to 16 miles per person per day. (This is from page 65 of Metro's 2014 Climate Smart Strategy).



December 2014

Summary of Key GreenSTEP Inputs & Outputs

Input/Output Factor Model **Inputs** in ITALICS; Model **Outputs** in REGULAR type.	2010 Baseline	2035 SCENARIO A Recent Trends	2035 SCENARIO B Adopted Plans (as of 2010)	2035 SCENARIO C New Plans and Policies	2035 CLIMATE SMART STRATEGY
Streets and highways					
Freeway and arterial expansion (freeway lane miles/arterial lane miles added)	*n/a*	*12/31*	*15/336*	*46/409*	*52/386*
Percent of delay reduced by traffic management strategies	*10%*	*10%*	*20%*	*35%*	*35%*
Household vehicle miles traveled per capita per day	20	17	16	14	16
Percent change in daily VMT per capita from 2010	–	-15%	-19%	-30%	-20%

In the 2018 RTP, Metro changed the yardstick and twice moved the goalposts on VMT reductions. First, it changed the yardstick, measuring VMT per capita in a much narrower way (looking only at miles traveled by regional residents inside the metropolitan planning area). The new yardstick looked at a base of 13 miles per person per day, compared to 20 miles per person per day. This new system of measurement excludes looking at about one-third of all vehicle travel in the Portland region.

Second, it retroactively changed the reported goals for the Climate Smart Strategy, lowering the baseline level of travel to 19 miles per person per day, and raising the 2035 "monitoring target" to 17 miles per day. So while the as published 2014 Climate Smart Strategy visualized a 20 percent reduction in VMT from 20 to 16 miles per day; the 2018 RTP reported that the Climate Smart Strategy envisioned only about a 10 percent reduction in VMT, by two miles per person per day, from 19 to 17 miles.

Third, the 2018 RTP presented the 10 percent reduction as a goal, but then substituted the new yardstick (i.e. 13 miles per person per day in the base year, now 2015, and pushed out the terminal year for reaching the new goal of 12.4 miles per person per day to 2020. 2018 RTP (Chapter 7 "Outcome Measures") and Appendix J "Climate performance monitor").

Table 2. Climate Smart Strategy Implementation and Performance Monitoring

This table documents expected progress implementing the Climate Smart Strategy, using observed data sources to the extent possible for the RTP 2015 Base Year, and expected progress that would be achieved by 2040 if planned projects included in the 2018 RTP financially constrained list are fully implemented together with anticipated improvements in fleet and technology. Fleet and technology assumptions used in the analysis are described in the previous section.

	Climate Smart Strategy Baseline (2010)	Climate Smart Strategy Monitoring Target (2035)	2018 RTP Base year (2015)	2018 RTP Constrained (2040)	2018 RTP Strategic (2040)
1. Implement the 2040 Growth Concept and local adopted land use and transportation plans					
a. Share of households living in a walkable mixed used development in the UGB[1]	26%	37%	41%	47%	48%
b. New residential units built through infill and redevelopment in the UGB	58%	65%	76%	78%	78%
c. New residential units built on vacant land in the UGB	42%	35%	24%	22%	22%
d. Acres of urban reserves	Not applicable	12,000	Not applicable	4,739	4,739
e. Daily vehicle miles per capita[2]	19	17	13	12.4	12.3

But while Metro proclaimed as its *goal* reducing vehicle miles traveled by 10 percent, the plan's *analysis* concluded that the measures included in the RTP would only reduce driving by a fraction of that amount by 2040. The climate analysis contained in the 2018 RTP called for reducing VMT by 10 percent per capita, but the performance monitoring

report in Appendix J of the 2018 RTP concludes that full implementation of the RTP would result in a decrease of more than 5 percent, "not reaching the target." The actual figures shown in the report (a decline from 13 miles per person per day to 12.4 miles per person per day) amounts to a 4.6 percent decline in VMT per capita.

Target or desired direction: By 2040, reduce vehicle miles traveled per person by 10% compared to 2015.

Findings: Overall travel (person miles traveled – all modes) per capita is increasing in future strategies while vehicle miles traveled per capita decreases over 5 percent between 2015 and the 2040 Constrained strategies – making progress towards the target but not reaching it. That means that other modes such as transit and bicycling are increasing. In

Elsewhere, the RTP concedes that the plan will reduce per capita VMT by about 4 percent.

2. **The RTP makes progress toward the Climate Smart Strategy performance monitoring targets, but is not expected to meet regional policy targets for vehicle miles of travel, mode share and completion of the active transportation network by 2040, as shown in Chapter 7 of the plan.**
    - By 2040, the plan is expected to **achieve a 4 percent reduction in daily vehicle miles traveled** (VMT) per person, making progress toward the 10 percent per capita VMT reduction target in the RTP.

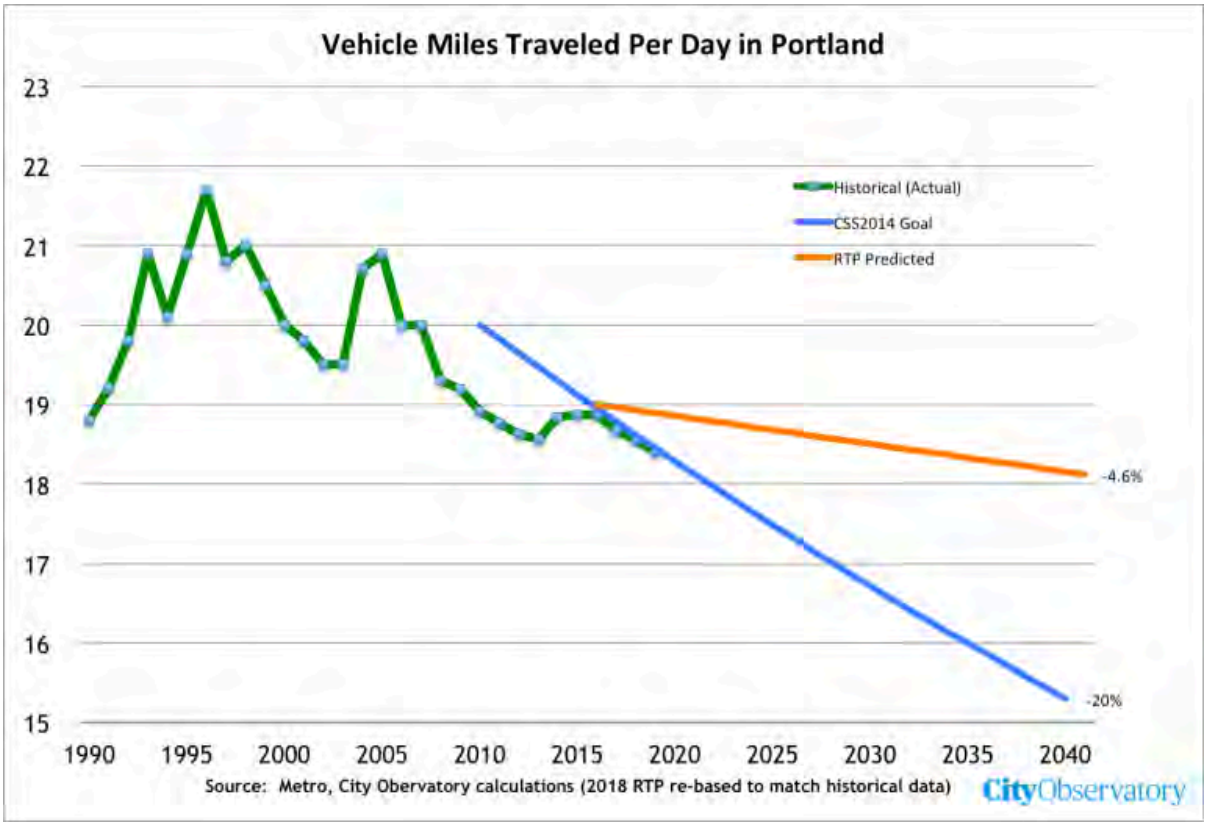
The reductions in vehicle miles traveled anticipated in the 2018 RTP are far smaller than needed to comply with LCDC regulations guiding climate planning. Metro would need to achieve VMT reductions of about 20 percent per capita to comply with these guidelines. The projected 4 percent decline in VMT/capita envisioned in the 2018 RTP is less than one-fourth the progress needed to meet the state guideline. In addition, as explained in Appendix B, the state target for VMT reduction is far too low to achieve the state's greenhouse gas emission reduction requirements because state and local agencies have dramatically over-estimated likely progress in reducing vehicle emissions.

Actual Performance Compared to Metro Goals

To evaluate the VMT goal, it is necessary to put the vehicle miles traveled per person per day statistic in context. Metro, using data from the Federal Highway Administration has produced a data series showing historical VMT per capita for the Portland area going back to 1990.

Vehicle Miles Traveled, a core measure of transportation activity, which has been trending down since the late 1990s, has essentially stopped declining. In the decade before the Climate Smart Strategy was adopted, Portland area VMT per capita was declining at a rate of about 1.2 percent per year. The Climate Smart Strategy failed to even plan for continuing that trend; according to Metro's own estimates, since 2014, VMT per capita has almost flat-lined, declining just 0.15 percent per year. The 2018 RTP has even lower

expectations, lowering VMT by just 4.6 percent over the 25-year period from 2015 to 2040, which works out to an annual decline of 0.2 percent per year.



Metro's 2018 RTP predicts that the agency's policies will produce a far slower rate of VMT reduction that the region accomplished over the period 2004-2013 (prior to the adoption of the first Climate Smart Strategy). The 2018 RTP lowers the VMT reduction goal set in the 2014 CSS by more than 75 percent, from a 20 percent reduction over 25 years to a 4.6 percent reduction. That's not enough of a reduction in driving to meet the targets called for in LCDC regulations, nor is it enough to achieve the state's goal of reducing greenhouse gas emissions to 25 percent of their 1990 levels by 2050.

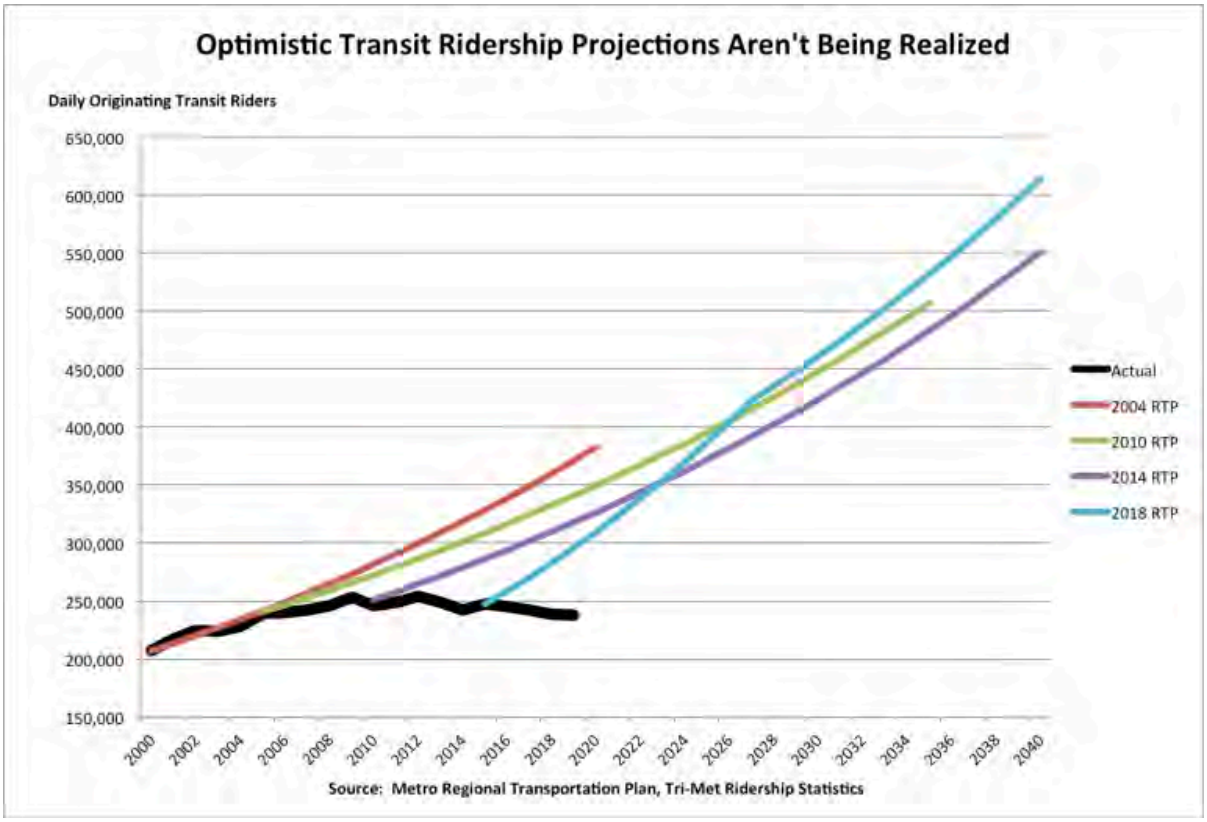
Summary of Metro Area VMT Reduction Performance and Goals

	Actual VMT	2014 CSS (As adopted)	2018 CSS (Per 2018 RTP)	2018 RTP Goal	2018 RTP Predicted
Base/Final Year	2004-2013	2010-2035	2010-2035	2015-2040	2015-2040
Geography	All Metro	All Metro	All Metro	Intra-Metro	Intra-Metro
2004	20.7				
2010		20.0	19.0		13.0
2013	18.6				
2015				13.0	13.0
2035		16.0	17.0		
2040				11.7	12.4
Change from Base Year					
25-Year Reduction		-20.0%	-10.5%	-10.0%	-4.6%
Annual Rate	-1.2%	-0.9%	-0.4%	-0.4%	-0.2%

5. Transit Ridership, a key factor in reducing GHG, is failing to meet projections.

One key strategy to reduce greenhouse gas emissions is to shift trips from private automobiles to mass transit. Metro's regional transportation plan calls for reducing vehicle miles traveled and decreasing greenhouse gas emissions by increasing the share of the region's trips taken by bus and light rail. Each successive regional transportation plan since 2004 has projected that transit ridership levels under the plan will double in the next ten to twenty years.

Metro's transit ridership projections have been grossly overstated in every Regional Transportation Plan, and TriMet's operating plans show it has no intention (or ability) to carry as many passengers as the RTP assumes in order to make progress. The RTP assumes transit ridership will more than double between 2015 and 2040, from 250,000 originating riders to more than 600,000 originating riders, which shows no signs of happening. Even prior to the Covid pandemic, transit ridership was falling, down 7 percent from its peak in 2012. Rather than growing at more than three and a half percent per year—pre-pandemic—ridership has been declining at about one percent per year.



Every RTP has consistently predicted high levels of transit growth that have not materialized. The 2004 RTP predicted 2020 ridership would be 383,000, the 2010 RTP predicted 2020 ridership would be 349,000, the 2014 RTP predicted ridership in 2020 would be 326,000; actual ridership (as noted) is about 250,000 (pre-Covid).

The consistent failure of the region to realize the gains in transit ridership called for in the last four RTPs suggests that we will need to do much more to reduce VMT and greenhouse gasses. It also suggests that Metro's transit ridership model is biased and inaccurate.

6. Approving more highway capacity would increase greenhouse gas emissions

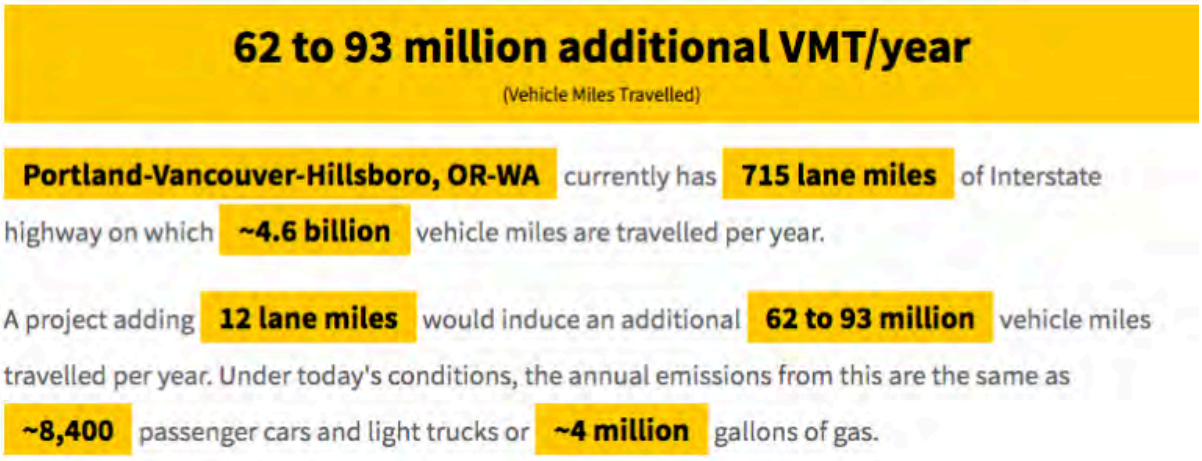
Even though its climate plan is failing, Metro is giving the Oregon Department of Transportation the greenlight to spend billions of dollars expanding area freeways that are likely to lead to huge increases in greenhouse gas emissions. The RMI induced travel calculator, calibrated based on award-winning, peer-reviewed research from the University of California, Davis, estimates that the Rose Quarter Freeway widening project will produce an addition 40,000 tons of greenhouse gasses per year and the revived Columbia River Crossing will likely produce a further 100,000 tons of greenhouse gasses per year.

The Induced Travel Calculator shows that revived Columbia River Crossing project (now rebranded as "I5 Bridge Replacement Program") would produce an additional 155 to 233 million miles of travel annually, leading to burning an additional 11 million gallons of gas.

That in turn would translate into additional annual greenhouse gasses of about 100,000 tons (at roughly 20 pounds of CO2e per gallon of gas).



The same calculator shows that the proposed widening of I-5 at the Rose Quarter will likely produce 60 to 90 million additional vehicle miles of travel per year, lead to burning about 4 million additional gallons of gas per year, and generate about 40,000 tons of additional greenhouse gases.



7. Metro isn't pursuing pricing, which has been proven to be effective

Metro has taken no action to implement any of the pricing options that its own research rates as "highly effective" in reducing greenhouse gas emissions, including road pricing, gas taxes, vehicle miles traveled fees, parking charges and pay as you drive insurance. It's gone out of its way to gainsay effective pricing measures, and used its public relations budget to promote false claims about vehicle idling.

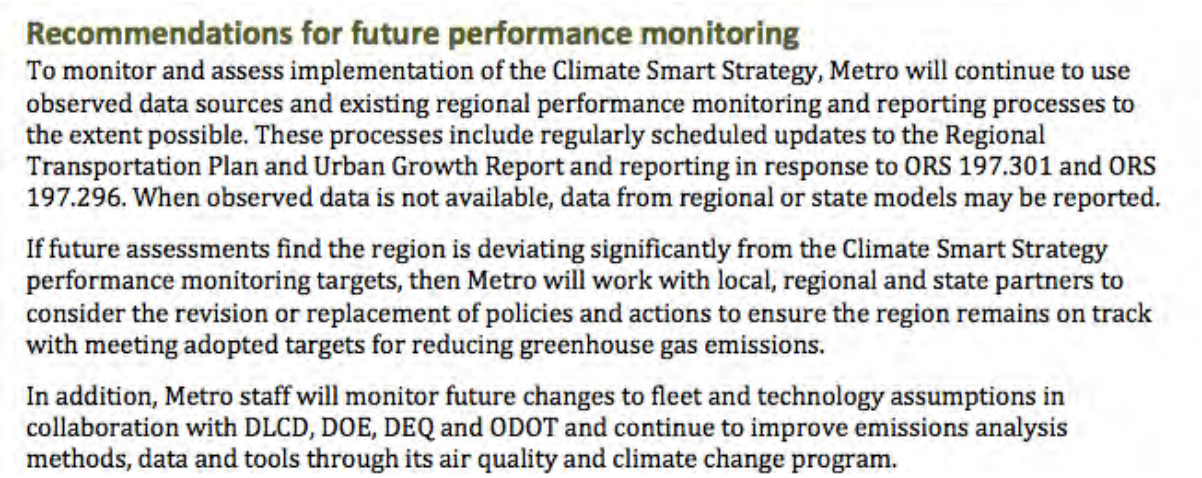
One key reason for the increase in driving since 2014 has been the significant decline in oil and gasoline prices. Metro's model, calibrated based on behavioral responses to the earlier higher prices, and the assumption that declining prices wouldn't affect demand for travel, have failed to predict the increase in driving.

8. Metro has done nothing to fix its failing climate strategy

In spite of the failure to advance its goals, Metro has proposed no new or stronger measures to reduce GHGs, even though its climate smart initiative says it will do so. Metro's 2014 Climate Smart Strategy (on page 1) promised to periodically check to see whether progress was being made toward the goals it laid out. If further promised:

> If the assessment finds the region is deviating significantly from the Climate Smart Strategy performance monitoring target, then Metro will work with local, regional and state partners to consider the revision or replacement of policies, strategies and actions to ensure the region remains on track with meeting adopted targets for reducing greenhouse gas emissions.

Similarly, the 2018 RTP (Appendix J) makes the same commitment on page 10.



Recommendations for future performance monitoring

To monitor and assess implementation of the Climate Smart Strategy, Metro will continue to use observed data sources and existing regional performance monitoring and reporting processes to the extent possible. These processes include regularly scheduled updates to the Regional Transportation Plan and Urban Growth Report and reporting in response to ORS 197.301 and ORS 197.296. When observed data is not available, data from regional or state models may be reported.

If future assessments find the region is deviating significantly from the Climate Smart Strategy performance monitoring targets, then Metro will work with local, regional and state partners to consider the revision or replacement of policies and actions to ensure the region remains on track with meeting adopted targets for reducing greenhouse gas emissions.

In addition, Metro staff will monitor future changes to fleet and technology assumptions in collaboration with DLCD, DOE, DEQ and ODOT and continue to improve emissions analysis methods, data and tools through its air quality and climate change program.

The data from DARTE show that Metro is plainly not meeting the initial greenhouse gas reduction goals set in the initial Climate Smart Strategy, nor is it on track to meet the much watered-down goal laid out in the 2018 RTP. Similarly the "fleet and technology assumptions" built into both the CSS and the RTP have been proven wrong. Yet the Metro has not acknowledged either of these basic facts, nor has it proposed any additional steps to reduce current high levels of greenhouse gasses to get them back on track. Instead, it is going along with proposals from the Oregon Department of Transportation to spend billions widening area highways—which will add to Metro area greenhouse gasses. (As explained in Appendix B, both the Land Conservation and Development Commission and the Oregon Department of Transportation have likewise failed to acknowledge increasing transportation greenhouse gas emissions, and have failed to update their incorrect modeling assumptions, and to revise policy targets, as both have committed to in their plans and regulations).

Appendix A. Sources, Data and Methodology

Metro's description of its climate strategy is taken from the 2014 Climate Smart Strategy and the 2018 Regional Transportation Plan.

Data on Portland area transportation greenhouse gasses are from the DARTE national transportation greenhouse gas emissions inventory, which contains estimates covering the years 1990 through 2017 at a very fine geographic scale. DARTE is the most comprehensive and uniform national estimate of local transportation greenhouse gas emissions. We report DARTE data for Clackamas, Multnomah and Washington counties, the geography most closely corresponding to the Portland "metropolitan planning area" used in Metro's 2018 RTP. For purposes of comparison, we factor up Metro's figures by 18-20% (depending on year) to be directly comparable to the larger geography of the DARTE database.

We compute emission reduction trajectories needed to meet state greenhouse gas requirements, and trajectories implied by Metro's plans by computing a constant annual (negative) growth rate—or "glide slope"—needed to move from base year to final year emissions levels. For example, in 1990, Portland area transportation GHGs were 5.7 million tons; a 75 percent reduction from that level (to meet the state goal) implies a 2050 level of emissions of 1.4 million tons. To reach that level from 2013 actual emissions of 6.0 million tons requires a reduction of 3.8 percent per year for each year from 2013 through 2050. We compute glide slopes for other plans (ODOT's STS; Metro's RTP) in the same fashion.

The 2018 RTP contains two conflicting estimates of how much reduction the plan will actually provide. Chapter 7 of the RTP says that the 2015 level was 13 VMT per capita per day, and that the plan would reduce this to 12.3 VMT per capita per day by 2040. The Climate Smart Appendix to the report, Appendix J, says that the 2015 baseline level was 12.7 VMT per capita per day, and would be reduced to 12.3 VMT per capita per day by 2040. Chapter 7 figures imply a 4.6 decline in VMT by 2040; Appendix J implies the decline will be only 2.3 percent. We assume that the correct level of VMT in the base years is 13 VMT per person per day, corresponding to a 4.6 percent decline in VMT by 2040.

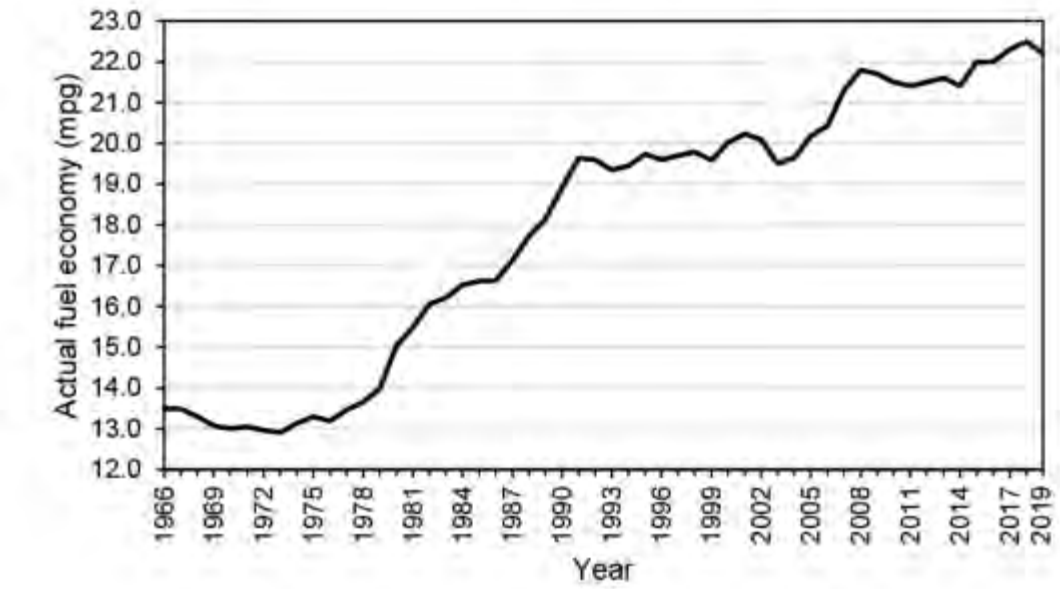
Appendix B: Metro and State incorrect assumptions about cleaner vehicles

Guided by state rules, Metro's emissions modeling assumes "cleaner cars" through a combination of improved fuel economy (higher MPG standards), faster vehicle turnover (replacing dirty old cars with cleaner new ones), and smaller, more efficient vehicles (more cars, fewer trucks and SUVs). None of these assumptions have been realized in the time since Metro and state climate plans were published.

1. Fleet fuel economy has not measurably improved. Modeling for the climate smart initiative assumed rapid and prolonged improvements in vehicle fuel economy, due to rising federal fuel economy standards. But the impact of increased new car standards on

actual levels of real-world fuel efficiency have been modest. Here is the data on actual average fuel economy through 2019. Average fleet economy was about 22.2 miles per gallon in 2019, far short of the targets set in the Metro modeling.

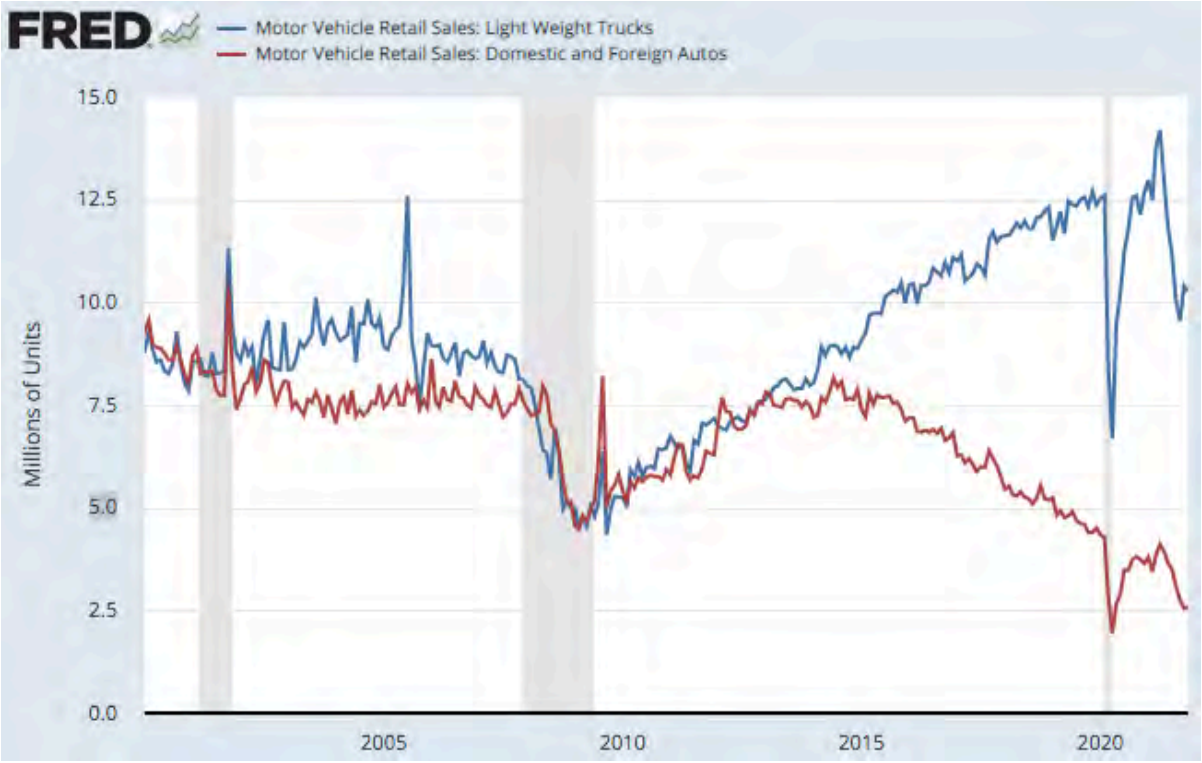
The graph below shows the changes in actual vehicle fuel economy from 1966 through 2019.



2.

Average vehicle age is 50 percent *older* than assumed modeling. According to the Bureau of Transportation Statistics, the average age of an automobile in the United States is now 11.9 years, up from 10 years in 2004. The Metro Climate Smart Plan assumed that the average age of a vehicle would decline by about 25 percent, from 10 years to 8 years; instead, the average age of a vehicle has increased by almost 20 percent, from 10 years to almost 12. The average vehicle today is now 50 percent older than assumed in the Metro climate plan.

3. Trucks and SUVs are displacing passenger cars, not the other way around. A critical assumption in the Climate Smart Plan and the RTP is that consumers would buy more and more passenger cars, and fewer trucks and sport utility vehicles. In fact, the opposite has happened: since 2015—when sales of cars and SUVs/Trucks were roughly equal—it's now the case that truck/SUV sales account for roughly 75 percent of all new vehicle sales.



4. Vehicle electrification is occurring very slowly. Many like to assume that electric vehicles will quickly and easily reduce carbon emissions. Yet electrification is happening too slowly and on far too small a scale to materially affect transportation greenhouse gas emissions. ODOT's October 2019 revenue forecast predicts the size and composition of Oregon's light duty vehicle fleet through 2029. They forecast that in 2029 Oregon will have about 3.9 million light duty vehicles, but only about 120,000 of them (total) will be electric vehicles. That's just 3 percent of the fleet; 97 percent will still be internal combustion engines. The slow adoption of electric vehicles, as depicted in ODOT's official revenue forecasts, means the agency believes that its efforts to promote EVs won't have a significant effect on the state's greenhouse gas emissions any time in the next decade, at least.

5. State forecasts of future vehicle emissions have been proven wrong. A critical part of any transportation greenhouse gas emission strategy is assumptions about the improvements in the cleanliness of future vehicles.

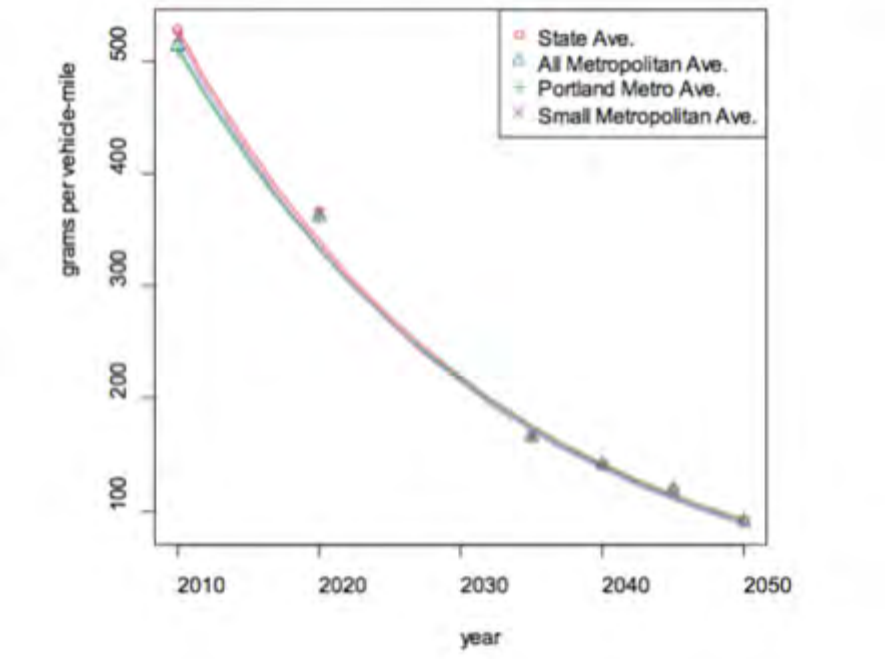
Metro's climate planning is based, in part, on rules adopted by the State Land Conservation and Development Commission (LCDC) directing metropolitan planning organizations around the state to work toward complying with the state's adopted greenhouse gas emission goals.

In 2017, LCDC produced a report detailing its analysis of how these planning organizations were to plan for reducing transportation-related greenhouse gas emissions. As directed by the Legislature, the planning process was to give local planners guidelines on the proportion of reduction in greenhouse gasses that could be expected from changes in vehicle efficiency and electrification.

LCDC based its rules on emission reduction assumptions taken from the Oregon Department of Transportation's 2012 State Transportation Strategy (STS). LCDC constituted a technical committee and retained Brian Gregor (formerly of ODOT) to prepare a technical analysis, drawing on the STS to estimate how much reduction in greenhouse gasses could be expected from improving technology and changing vehicle mix. Gregor's analysis predicted that vehicles would become dramatically cleaner over the next several decades, with a reduction in greenhouse gasses per mile traveled of more than 80 percent by 2050. Gregor's analysis concluded that LCDC should assume that emissions per vehicle mile would decline by 67 percent by 2035, the terminal year for local land use plans. Importantly, LCDC wrote Gregor's assumptions about future vehicle emissions into its administrative rules (OAR 660-044-0020).

Gregor's analysis assumed that average vehicle emissions would decline to about 90 grams per mile by 2050. Gregor reached these conclusions by assuming that fuel efficiency and zero emission vehicle regulations would steadily improve *new vehicle* emissions, and that over time, these would change *overall fleet* emissions. The report assumed that average vehicle age would be 11 years, and that average fleet vehicle economy in any year would be equal to the average new car fuel economy for vehicles sold 11 years earlier. Gregor's calculations imply a base level of emissions of about 520 grams per mile in 2005. New cars would be assumed to achieve 100 grams per mile in 2035, and the fleet as a whole would achieve 100 grams per mile in 2046, and about 90 grams per mile by 2050. Gregor summarized his assumptions in this chart:

Figure 2: Fleet-wide Average Light-duty Vehicle Emissions Rates Modeled for the STS Recommended Scenario and Future Trend Lines

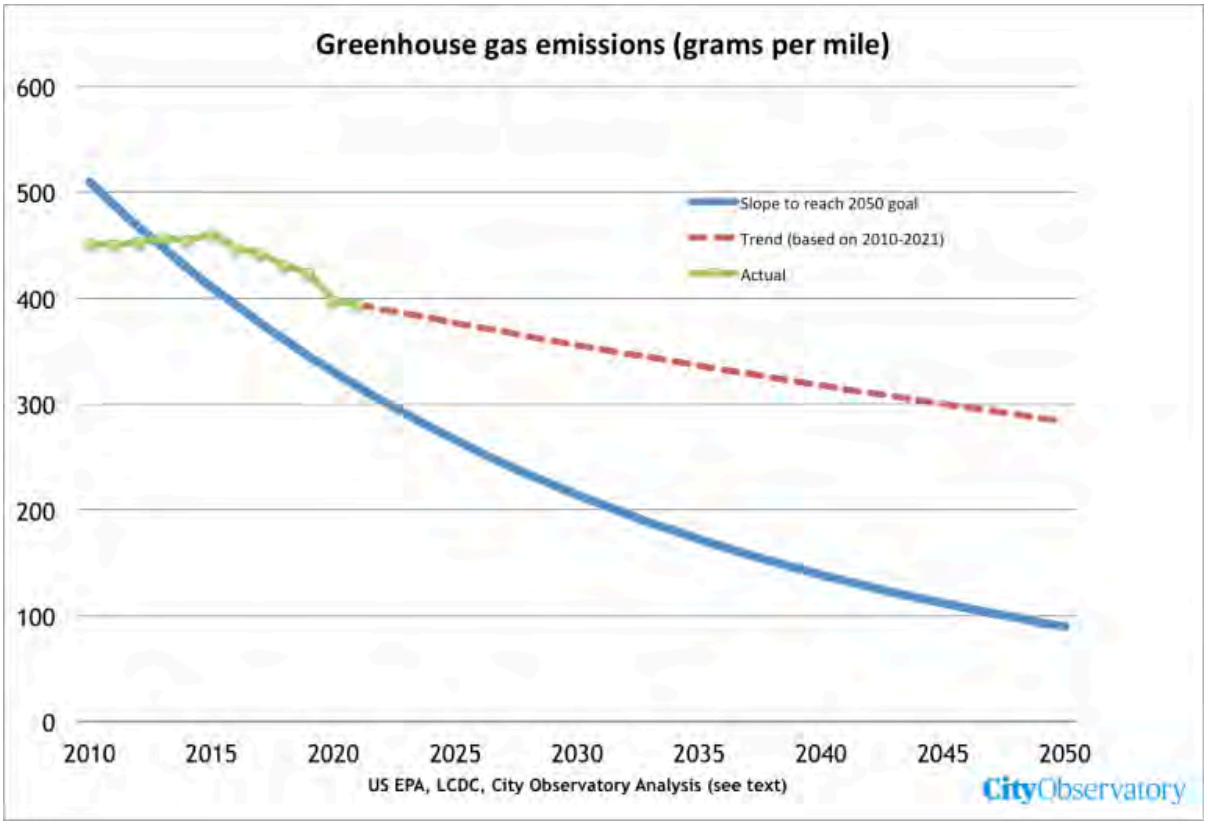


As Gregor writes:

> Average vehicle emissions rates would need to decline by a little over 4% per year from the 2010 estimated average in order to achieve the recommended level in 2050.

It is now 2021, and we have roughly a decade of data on the actual rate of improvement in new vehicle emission rates. According to the Environmental Protection Agency, average emissions for new light vehicles have fallen from about 450 grams per mile in 2005 to about 348 grams per mile in 2021. By Gregor's approach, at that rate of improvement, average fleet efficiency in 2032 (eleven years from now) will be about 348 grams per mile. In the past decade (2010 through 2021), the number of grams per mile has declined at about a 1.1 percent annual rate. This is roughly only *one-fourth* the rate of improvement assumed in Gregor's calculation and LCDCs target rules.

The following chart shows the difference between Gregor's estimate of the path of vehicle emissions (blue), and the actual improvement in emissions between 2010 and 2021 (green). The red dashed line shows the trend in vehicle emissions based on the 2010 to 2021 growth rate of -1.1 percent per year extended through 2050.



At current rates of improvement, per mile emissions are likely to be almost three times higher in 2050 than forecast in Gregor's model, i.e. almost 300 grams per mile, rather than less than 100 grams per mile.

Achieving a reduction in greenhouse gas emissions is driven by the combination of cleaner vehicles and less driving. If vehicles become cleaner at a slower rate, then bigger

decreases in driving (VMT/capita) are needed to achieve state goals. Gregor creates an equation showing how these factors determine the expected reduction in emissions.

Equation 2: Relationship between the Goal for Reducing Per Capita Emissions, the Change in the Vehicle Emissions Rate, and the Change in VMT.

$$Goal = Rate * Target \qquad (2)$$

$$0.28 = 0.35 * 0.8$$

- A ratio of 0.28 of future to base year per capita emissions is equivalent to a 72% reduction.[11]
- A ratio of 0.35 of future to base year vehicle emissions per mile is equivalent to a 65% reduction.
- A ratio of 0.8 of future to base year vehicle miles traveled per capita is equivalent to a 20% reduction.

Gregor estimates that we need to reduce per capita emissions to 28 percent of base levels (i.e a 72 percent reduction). He assumes that cleaner vehicles will do the lion's share of this work. His assumed 66 percent reduction in the rate of emissions per mile, means miles per capita need to be reduced about 20 percent.

The much lower rate of improvement in cleaning up vehicle emissions that we've actually experienced means that proportionately more of the task of reducing greenhouse gasses will need to be met, per Gregor's own methodology, by reducing vehicle miles of travel. At the current rate of improvement of vehicle emission reduction, in 2035, the average vehicle will still emit about 336 grams per mile, just a 25 percent reduction from base levels. In order to meet the state's target of reducing per capita emissions to 28 percent of base levels by 2035, that means per capita vehicle miles of travel need to fall by 66 percent. (The following table uses Gregor's Equation 2 to compute the needed "target" level of VMT reductions consistent with various rates of improvement in vehicle emissions).

Reductions from 2005 Levels by 2035

	GOAL	RATE	TARGET	Implied annual emission reduction
	GHG/Person	**grams/mile**	**miles/capita**	**Annual rate**
Adopted Gregor/LCDC estimate	-72%	-65%	-20%	4.25%
Trend based on actual 2010-2020	-72%	-25%	-63%	1.10%
Effect of doubling actual trend	-72%	-34%	-58%	2.00%

As show in the final line of the table, even if the annual rate of improvement doubles from its current rate to 2 percent per year from now through 2035, we would have to reduce vehicle miles traveled per capita by more than 50 percent.

In effect, the dramatic shortfall between Gregor's 2016 report, and the actual 1.1 percent improvement in GHG/mile is the combined effect of the factors described in this section (a heavier, truck and SUV oriented fleet, slow improvements in fuel efficiency, slower vehicle turnover and slow electric vehicle adoption.

LCDC and ODOT have failed to re-examine their policies in light of forecast errors

It is difficult and uncertain to make reliable and accurate projections about the future. That is why analysts typically couch their predictions in terms of the assumptions made to produce them, and why policies and reports relying on such forecasts frequently promise to revise their estimates as more and better information becomes available.

It's important to note that Gregor's predictions are based only partially on current law or policy, and rely heavily on assumptions that federal and state governments will devise, adopt, implement and enforce a whole series of new and more stringent policies to reduce vehicle emissions. Gregor's report made it clear that assumptions about improving vehicle economy were based on optimistic speculation about future federal and state policy.

> The members on the Core Tech Team from the Departments of Environmental Quality and Energy agreed that the STS "trend line" is a reasonable reflection of **goals** that California, Oregon, and other states participating in the multi-state ZEV standards **wish** to achieve. They caution, however, that this planning trend **does not reflect recent trends** in vehicle fuel economy. Substantial efforts on the part of states and the federal government will be necessary to make this planning trend a reality. [Emphasis added].

A footnote on page 30 of the report makes this point even more clearly:

> It is important to note that these 'trend lines' represent the trend in the model results given the vehicle assumptions in the STS recommended scenario. **They do not represent an extrapolation of past trend.** [Emphasis added].

The LCDC report relying on Gregor's estimates implicitly acknowledges the need to update these forecasts as better information becomes available. The LCDC goals were developed over several years from 2011 through 2016; The final rules were revised from earlier drafts explicitly because of the availability of additional information on vehicles and vehicle emission rates. LCDC elected to tie its estimates of vehicle emission rates to those in ODOT's STS for consistency with state efforts, and so that as the STS was updated, so too would be expectations about local targets.

> If the STS is adjusted to account for changing assumptions to vehicles, fuels, and technology, the targets **can be similarly adjusted to compensate** for the updated assumptions. (page 9). [Emphasis added].

However, while the responsible state agencies (ODOT and LCDC) acknowledged the need to change targets as new information became available when targets and the STS were first prepared a decade ago (in 2011 and 2012), they've done little since to respond to new information. ODOT prepared its first STS Monitoring Report in 2018 and found

that progress on fleet, fuels and vehicle technology was much less than what it had forecast in the STS in 2012, and as a result that the state was way behind in meeting emissions goals. Since that finding ODOT has done nothing to either revise its estimates of future vehicle emissions rates to reflect this new information or, more importantly, identify actions needed to get the state back on track. Instead, ODOTs Monitoring Report obliquely concludes that unspecified state policy-makers will need to decide what to do next.

LCDC's decision to tie its targets to the STS—a decision which at least promotes consistency—means that ODOT's failure to update the STS means LCDC policy remains based on outdated, inaccurate estimates until ODOT chooses to update the forecasts in the STS—something not on ODOTs schedule, despite Governor Brown's Executive Order which directs the agency to do everything in its power to implement the STS. LCDC has also failed to follow its own administrative rules which require it to re-appraise the validity of the emissions assumptions on which the rules were predicated:

> **660-044-0035**
>
> **Review and Evaluation of Greenhouse Gas Reduction Targets**
>
> (1) The commission shall by June 1, 2021, and at four year intervals thereafter, conduct a review of the greenhouse gas emissions reduction targets in OAR 660-044-0020 and 660-044-0025.
>
> (2) The review by the commission shall **evaluate whether revisions** to the targets established in this division **are warranted considering** the following factors: . . .
>
> (e) Additional studies or analysis conducted by the Oregon Department of Transportation, the Department of Environmental Quality, the Oregon Department of Energy or other agencies regarding greenhouse gas emissions from light vehicle travel, including but not limited to **changes to vehicle technologies, fuels and the vehicle fleet**; [Emphasis added].

ODOT's own STS monitoring report concedes that vehicle technologies, fuels and the composition of the vehicle fleet are not changing as anticipated in the STS, making the assumptions underlying LCDC's rules invalid. LCDC (and ODOT) have both ignored data from "other agencies"—in this case, the US Department of Energy, sponsor and publisher of the DARTE transportation greenhouse gas database—showing that Oregon greenhouse gas emissions have increased, rather than decreasing, as called for in both agency's plans, and state statute.

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THE GREEN DIVIDEND™

Joe Cortright, Senior Policy Advisor, CEOs for Cities; Impresa, Inc.

002800



TABLE OF CONTENTS

Introduction	4
Summary	6
The High Cost of Driving	8
Calculating the Green Dividend	10
The Market is Moving Toward the Green Dividend	13
How to Earn the Green Dividend: Cities are the Solution	20
The Lower Congestion Bonus	31
Conclusion	34
Green Dividend Math	35
Appendix	36
References	38
Selected CEOs for Cities Research	40

002801

INTRODUCTION

MORE THAN EVER, CITIES AND METRO REGIONS ARE THE ECONOMIC ENGINES OF THE NATION, AND THE MOST VALUABLE CURRENCY IN THE NEW ECONOMY IS KNOWLEDGE AND IDEAS. TO KEEP UP, CITIES MUST LEARN, SHARE, AND REINVENT THEMSELVES CONSTANTLY. NO CITY LACKS TALENT, BUT ALMOST EVERY CITY LACKS A VEHICLE FOR REGULARLY CONNECTING WITH TALENT AND IDEAS OUTSIDE THEIR OWN CITY AND FOR MOBILIZING, ACCELERATING, AND SUSTAINING ACTION ON IMPORTANT GOALS.

CEOs for Cities fills this need through a national network of cross-sector leaders, connecting with each other and the ideas and strategies that make cities work. The CEOs for Cities mission is to curate smart ideas, practices, and stories; connect cross-sector CEOs, changemakers, and disrupters; and catalyze collaborative change for city success.

→ THE POWER OF PROGRESS = CITY DIVIDENDS™

Our ultimate goal—catalyzing collaborative change for city success—is easier said than done. The challenge that every city faces is how to best mobilize, accelerate, and sustain action on the key issues that contribute to city success.

We believe the answer is City Dividends™. City Dividends™ are based on a simple but profound premise—the power of progress—or what Harvard Professor Teresa Amabile calls the "progress principle." Her extensive research has found that the single most important motivator and catalyst of positive action is making progress and showing forward momentum in meaningful work.

City Dividends™ are premised on our research and experience that measured progress, or "moving the needle," on targeted work can reap huge economic dividends for cities, and accelerate movement on important goals.

CEOs for Cities has developed three City Dividends™—the Talent, Green, and Opportunity Dividends™—but the opportunity to develop other city dividends related to city success is unlimited.

The Talent Dividend™

A one percentage-point increase in the four-year college attainment rate for the population aged 25 and older in the 51 largest U.S. metropolitan areas is associated with an $856 increase in annual per capita income for the metropolitan area, totaling an increase of $143 billion for the entire nation. With the support of the Kresge and Lumina Foundations, we created a $1 million Prize to be given to the city with the greatest increase in post-secondary completion per 1000 population, to be announced in the fall of 2014. The Talent Dividend™ has been extremely successful over the past few years in catalyzing cities to assess and implement change to support the progress of post-secondary completion at the local level.

The Opportunity Dividend™

A one percentage-point reduction in poverty in the nation's 51 largest metro areas is associated with a decrease in public sector outlays for family assistance, Medicaid, and food stamps by $31 billion annually. Each additional person in poverty is associated with $19,000 in anti-poverty expenditures in a metropolitan area.

The Green Dividend™

If we can reduce the number of miles traveled per person per day in the 51 largest U.S. metro areas by just one mile, the nation would save $31 billion on fuel and the expense of purchasing and maintaining vehicles.

This Green Dividend™ Report explores the growing market demand for urban living and for the kinds of cities and neighborhoods that enable households to utilize alternative modes of transportation—walking, cycling and transit—and to earn the Green Dividend™.

The future belongs to those cities and regions that can best catalyze collaborative change by demonstrating measurable progress on important goals, thus earning their City Dividends™.



—Lee Fisher, President and CEO
CEOs for Cities

002802

SUMMARY

AMERICANS COULD EARN A "GREEN DIVIDEND" OF $31 BILLION A YEAR BY DRIVING JUST ONE MILE PER DAY LESS THAN THEY DO NOW. LESS DRIVING MEANS MORE MONEY IN THE HANDS OF LOCAL CONSUMERS; UNLIKE SPENDING ON AUTOMOBILES AND FUEL—MOST OF WHICH LEAVE THE LOCAL COMMUNITY IMMEDIATELY—ALTERNATIVE SPENDING CAN HAVE A MUCH BIGGER LOCAL ECONOMIC IMPACT.

Cities are the key to realizing this Green Dividend. The combination of many destinations close at hand coupled with a variety of modes of transportation—walking, cycling and transit—means that city residents can work, shop, and play while taking fewer car trips and driving fewer miles.

Nationally, a combination of market forces are pushing for the realization of the Green Dividend. A decade of high and volatile gas prices are prompting consumers to re-think a wide variety of choices, everything from transportation and housing to where to shop and look for jobs. At the same time, urban living has acquired a new cachet, particularly among younger adults, while new technology, like the increasingly ubiquitous smartphone, is also fueling low car lifestyles.

Realizing the Green Dividend comes with an added bonus. As we design and build places where people drive less, traffic congestion decreases. Already, we have seen a decline in driving associated with the increase in gas prices over the past several years; this has produced an unprecedented decline in time lost to traffic congestion in the nation's large metropolitan areas—a fact documented by our increasingly sophisticated technology for real time traffic monitoring. Pursuing the Green Dividend™ further will help cities improve their local economies, and will pay the added dividend of reducing traffic congestion.



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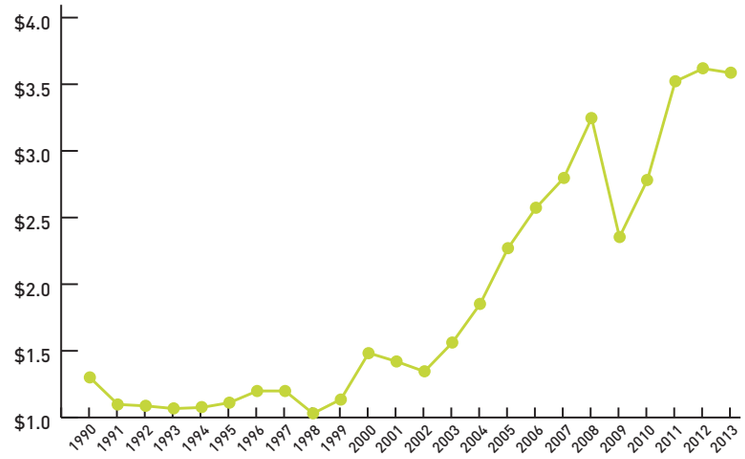
1 THE HIGH COST OF DRIVING

THE PRICE OF A GALLON OF GAS IS OFTEN HEADLINE NEWS, BOTH BECAUSE IT FLUCTUATES SO DRAMATICALLY AND FREQUENTLY, AND BECAUSE GAS TAKES SUCH A MAJOR BITE OUT OF HOUSEHOLD BUDGETS. IN 2012, THE AVERAGE HOUSEHOLD IN THE UNITED STATES SPENT, BY SOME ESTIMATES, MORE THAN $4,000 A YEAR ON GASOLINE (FAHEY, 2011).

Part of the reason gas prices are so notable is that this is a dramatic change from the average American's experiences in the past three decades. From 1981 onward, gasoline prices remained relatively steady, near $1.00 per gallon; in fact, after adjusting for inflation, the price of gasoline was decreasing. All of this began to change in 2004, as gasoline prices began to rise faster than inflation. In 2004, gasoline prices broke $2.00 per gallon, in 2005 they passed the $3.00 mark, and in 2008, one gallon could cost as much as $4.00.

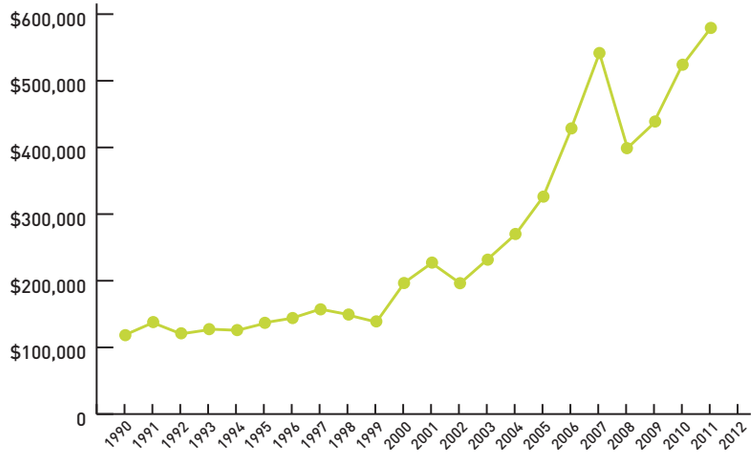
Since then fuel prices have been volatile and unpredictable; prices dropped precipitously when the global economy was in free-fall in early 2009, but as the economy edged away from collapse, gas prices rapidly recovered.

FIG. 1 **Gasoline Prices, 1990 to 2013**



Source: Energy Information Administration

FIG. 2 **Total U.S. Spending on Gasoline, 1990 to 2012**



Source: Energy Information Administration

As a result of these price increases, Americans now spend almost half a trillion dollars per year on gasoline. Petroleum imports—primarily to produce motor vehicle fuel—are the nation's single largest import, and the biggest contributor to the nation's persistent trade deficit. While this is currently an enormous expense for the nation, it also represents a huge opportunity for savings and economic gain, if households can reduce their gasoline consumption.

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2 CALCULATING THE GREEN DIVIDEND

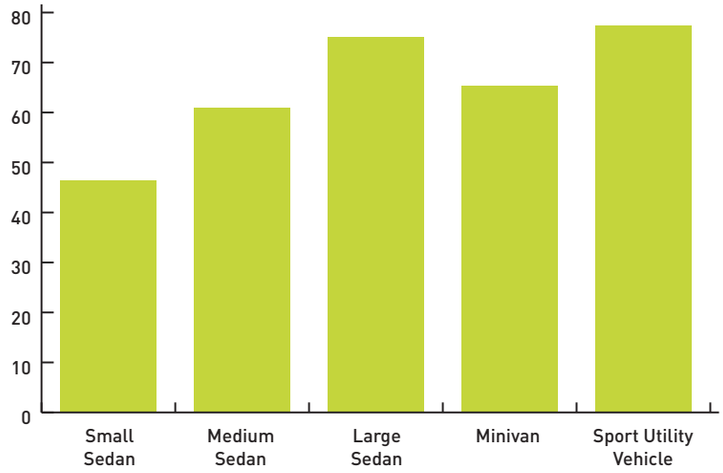
CLEARLY, DRIVING IS EXPENSIVE. BUT IT FOLLOWS LOGICALLY THAT IF WE BUILD OUR CITIES IN SUCH A WAY THAT PEOPLE CAN DRIVE LESS, IT WILL SAVE THEM MONEY. THIS OBSERVATION IS AT THE ROOT OF THE GREEN DIVIDEND.

We estimate that if every resident of the nation's 51 largest metropolitan areas—all those with a population of one million or more—could reduce their driving by an average of just one mile per person per day, it would result it a collective annual savings of $31 billion dollars.

Here's the math behind that calculation: The average cost of operating a typical vehicle – including fuel, maintenance, and depreciation – works out to about 50 cents per mile. (The actual figure varies depending on the size of the vehicle, its age, and fuel economy: larger and newer vehicles are more expensive to operate, and smaller more fuel-efficient vehicles can cost somewhat less). The total population of the nation's 51 largest metropolitan areas is 168 million, a reduction of one mile per person per day is 168 million miles, and over the course of a year, this is 60 billion fewer miles. At a cost of 50 cents per mile, that reduction in driving works out to a savings of $31 billion annually.

And 50 cents is a conservative estimate of the cost of owning and operating a private vehicle; according to AAA, the average cost of driving—including fuel, depreciation, maintenance and insurance, based on driving 15,000 miles per year ranges from 46.4 cents per mile for small fuel efficient cars to as much as 65.3 cents per mile for minivans and 77.3 cents per mile for sport utility vehicles, so the typical car costs about 60.8 cents per mile (American Automobile Association, 2013). This estimate is similar to the allowance the IRS allows taxpayers to deduct for business use of a private vehicle, which was listed as 56.5 cents per mile in 2013 (Internal Revenue Service, 2012).

FIG. 3 **Private Car Operating Costs**



Source: AAA

Careful analyses of consumer spending patterns show that transportation spending influences the amount people spend on other goods and services. The increase in fuel prices between 2003 and 2008 was estimated to reduce the amount consumers saved each month and also reduced spending in most categories, but especially in meals away from home (Ferdous, Pinjari, Bhat, & Pendyala, 2010).

Most importantly for metropolitan areas, the money saved from driving less is much more likely to be spent in the local economy, aiding local businesses and creating local jobs. Because few metropolitan areas manufacture cars or gasoline (most import both from other cities or nations), the bulk of the money local consumers spend on buying and operating cars leaves the local economy immediately. In contrast, other expenditures, such as housing, services, and entertainment, are more likely to stay in the local economy.

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Moreover, our estimate of the savings from less driving is conservative because it leaves out other, less measurable, benefits; If people drive less, they'll end up spending less time in their cars—and these time savings have value. In addition, lower rates of driving reduce the external social costs associated with vehicle operation, particularly pollution and injuries or property damage due to car crashes. According to some estimates, these savings are worth another 42 to 55 cents per mile (Litman, 2009).

There are other, less tangible benefits from reducing the economic risk associated with future changes in energy prices. Cities (and households) that lower their rates of driving spend a smaller fraction of their incomes on energy, so if energy prices go up, they are less economically affected. Consumers also value living in a place that enables you to choose to drive less at some point in the future—even if you don't feel the need to drive less today.

→ REDUCING THE NUMBER OF MILES THE AVERAGE AMERICAN LIVING IN THE 51 LARGEST METROPOLITAN AREAS DRIVES BY ONE MILE PER PERSON PER DAY WOULD REDUCE TOTAL GASOLINE CONSUMPTION BY ABOUT 3 BILLION GALLONS PER YEAR.

And, of course, because transportation is a major source of air pollution, driving less reduces air pollution and carbon emissions. Reducing the number of miles the average American living in the 51 largest metropolitan areas drives by one mile per person per day would reduce total gasoline consumption by about 3 billion gallons per year. Each gallon of gasoline is associated with about 19.6 pounds of carbon emitted into the atmosphere (Energy Information Administration, 2011), so this reduction in driving would reduce carbon emissions by 30 million tons per year.

A very modest change in America's driving habits would not only reduce pollution, it would pay both immediate and continuing economic dividends to the nation's households. But how realistic is it to expect that residents of the nation's large metro areas could reduce their driving this much?

3 THE MARKET IS MOVING TOWARD THE GREEN DIVIDEND

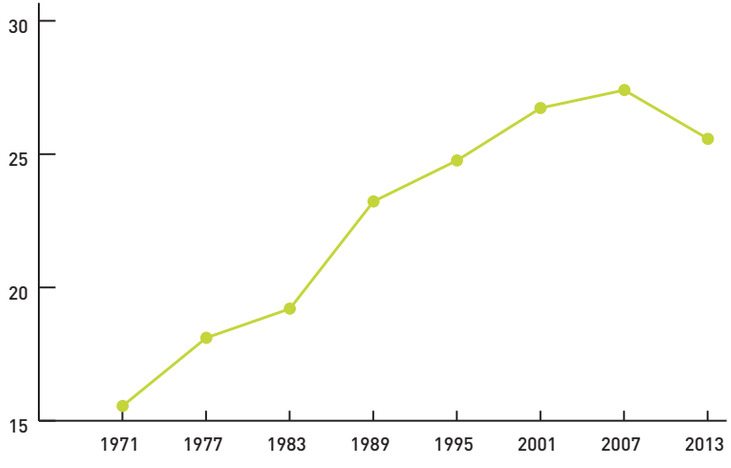
TWO STRONG FORCES ARE AT WORK TO HELP ENCOURAGE THE ACHIEVEMENT OF THIS GREEN DIVIDEND. HIGHER FUEL PRICES ARE PROVIDING A STRONG PUSH FOR CONSUMERS TO LOOK SERIOUSLY AT ALTERNATIVES THAT REDUCE THE DISTANCE THAT THEY HAVE TO TRAVEL. AT THE SAME TIME, IMPORTANT SOCIAL CHANGES—ACCELERATED BY TECHNOLOGY—ARE PROVIDING A STRONG PULL TOWARD URBAN ENVIRONMENTS, WHERE PEOPLE NATURALLY TEND TO DRIVE LESS AND DRIVE SHORTER DISTANCES.

In just the past few years, we've witnessed a remarkable turnaround in travel behavior in the United States. It was taken as an article of faith among some highway planners that Americans would drive more and further every year, and historical data from the early 1980s through the mid-2000s certainly seemed to support that viewpoint. In 1980, the typical American drove about 18 miles per person per day and that figure increased, almost without interruption, for most of the next quarter century.

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The spike in driving was fueled by many factors. The baby boom generation was moving into its peak earning and driving years, and women's labor force participation meant an increase in people working outside the home, driving to jobs, and consuming services—like restaurant meals—that required vehicular travel. Most American metropolitan areas sprawled ever-outward, with considerable growth in increasingly distant suburban and exurban subdivisions, and commercial activity shifting to regional big box stores—all of which depended on driving for almost all trips. Underlying it all was a decline in the real price of gasoline. After adjusting for inflation, the price of gasoline was actually lower in 2007 than it was in 1981 (Energy Information Administration, 2013). Little wonder Americans drove more each year: there were strong market incentives that made it cheap and easy to do so.

FIG. 4 Vehicle Miles Traveled per person per day, 1971 to 2013

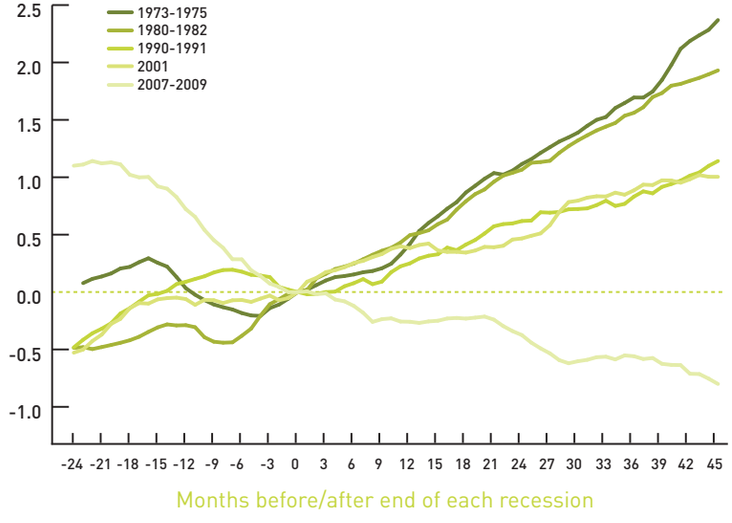


Source: Energy Information Administration

But in the 2000s, things began to change. Early in the decade, the rate of increase in driving slowed noticeably. By the core measure shown in Figure 4, 2005 was the year of "peak driving" in the United States. That year, the typical American drove about 27.6 miles per day. The data clearly show that per person driving has declined continually since then. The duration of this decline in driving is unprecedented: previously, the total amount of driving in the U.S. increased in many of those years. We are now witnessing the largest sustained decrease in driving in American history (Puentes, 2013).

Clearly, the events of 2008 and 2009 had a profound impact on American's attitudes about driving. First, gasoline prices approached (and in some high-price markets like California, exceeded) $4.00 per gallon. Second, the nation's economy was hit by the worst recession in eight decades, with unemployment rates suddenly jumping into the double digits. At the same time, the nation's housing bubble imploded, disrupting real estate markets, dislocating construction firms and workers, and destroying trillions of dollars of household wealth.

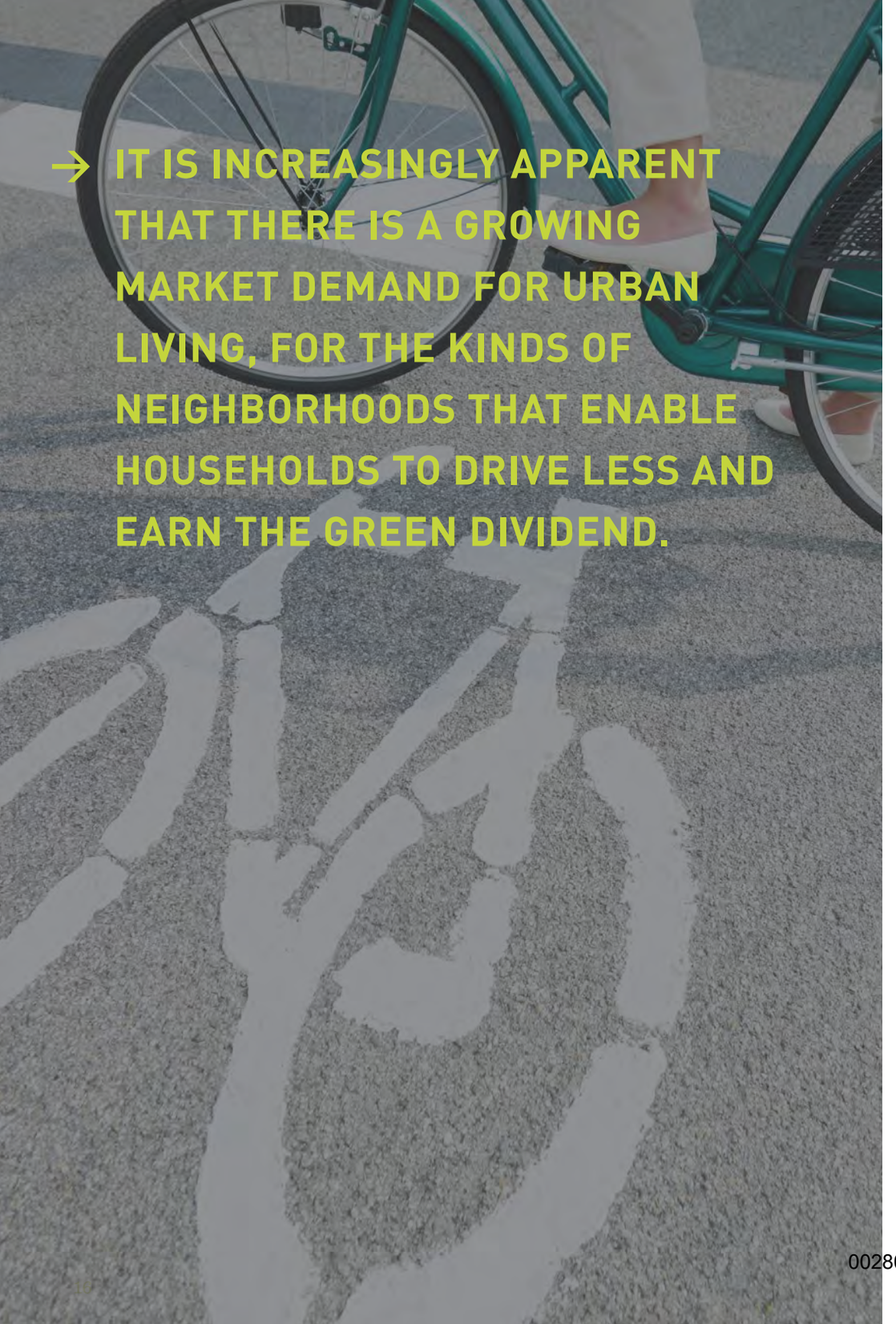
FIG. 5 Change in Vehicle Miles Traveled per person per day



Source: USDOT (miles), Census (population), NBER (recession dates)
Note: Zero is set equal to the level of VMT per capita in the month in which the recession ended

It is clear that the trauma of the Great Recession, and the associated unemployment, contributed to the fall in driving. But strikingly, the decline in driving actually preceded the recession; driving was declining in 2006, when the economy was still expanding, and driving rates have continued to decline even as the national economy began expanding again. Today, nearly four years after the official "end" of the recession (dated by the National Bureau of Economic Research to June, 2009), per person driving in the US continues to decline.

As Figure 5 shows, the decline in driving following the Great Recession shows a very different pattern from previous recessions. This chart shows the increase or decrease in driving prior to and after the end of each of the past five recessions. In each case except the Great Recession driving declines prior to the end of the recession, but as the economy rebounds, per capita driving increases. Driving increased rapidly following recessions in the 1970s and early 1980s, and also rebounded, though less sharply, following the 1991 and 2001 recessions. But following the end of the Great



→ IT IS INCREASINGLY APPARENT THAT THERE IS A GROWING MARKET DEMAND FOR URBAN LIVING, FOR THE KINDS OF NEIGHBORHOODS THAT ENABLE HOUSEHOLDS TO DRIVE LESS AND EARN THE GREEN DIVIDEND.

Recession, per capita driving continues to decline. This is not a one-time event that can be explained by the recession—it is a decidedly new and different phenomenon.

To get a sense of the magnitude of the decline in driving in the past few years, it is worth considering how much Americans would be driving if the historic pattern observed from 1980 through 2004 had persisted through 2012. If that historic trend had continued, we would be driving about 30 miles per person per day. Instead, we are now driving fewer than 26 miles per person per day—about the same level of driving as the late 1990s.

The fundamental shift in American driving behavior is confirmed by detailed surveys that look at different demographic groups, trip purposes and travel patterns. Between 2001 and 2009, the share households in metropolitan areas with a population of 1 million or greater with no available car increased significantly, reversing a decades-long decline in the share of households with no available cars (Santos, McGuckin, Nakamoto, Gray, & Liss, 2011).

→ THE SHIFT TOWARDS LESS DRIVING IS ALREADY UNDERWAY, SIGNALED BY MANY IMPORTANT MARKET TRENDS.

People are also choosing to drive shorter distances. Data from the National Household Travel Survey show that people took about the same number of social and recreational trips in 2009 as they did in 2001, but the total distance driven on those trips was substantially shorter (Santos et al., 2011).

The shift towards less driving is already underway, signaled by many important market trends. More Americans are moving back to cities, reversing a decades-long outflow. Young, well-educated adults are leading the way, showing a strong preference for close-in urban neighborhoods, where driving rates are lower and transportation options are abundant. Market surveys show a growing preference among consumers for these urban locations, and many of these changes are already reflected in rising urban real estate prices.

Of these changes, one of the most striking is the resurgence of cities. Census data for 2010-2011 population change show that for the first time in nine decades—essentially the entire period of the automobile era—the nation's major cities grew faster than their suburbs. Among the nation's largest metropolitan areas, the population of center cities increased 1.1% compared to an increase of 0.9% in their suburbs, more than reversing the pattern of the previous decade, in which cities grew 0.4% and their suburbs grew 1.4% (Frey, 2012). This trend appears to have continued and even accelerated in 2012, especially in the nation's largest cities (Frey, 2013).

002808

The spearhead of this change has been the location patterns of the most mobile group in our society, young adults with college degrees. The population growth of close-in neighborhoods in cities was driven in significant part by the increasing preference of well-educated young adults for urban living. Since 2000, the number of 25 to 34 year old adults with four-year degrees has been growing twice as fast in close-in urban neighborhoods in the nation's largest metropolitan areas (up 26%) as it is in the rest of these metro areas (up 13%) (Cortright, 2011).

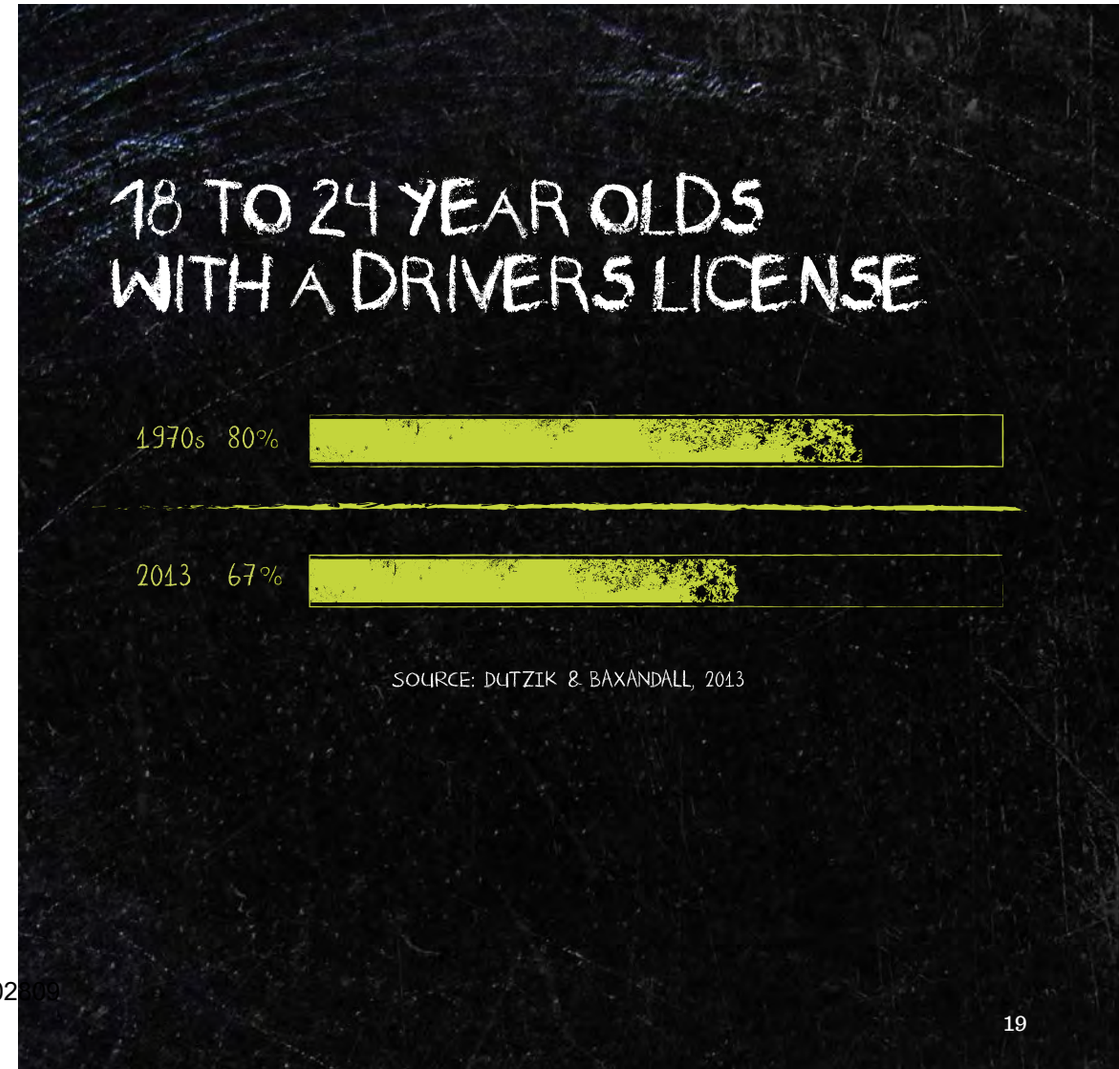
Market surveys consistently show a strong generational preference for more urban living. Compared to older Americans, those in Generation Y (born between 1979 and 1995) are much more likely to say that they value neighborhoods with high levels of walkability, want housing with available public transit, and seek places with a mix of different land uses and housing types. They are also the most likely to move, the most likely to live in apartments and the most likely to choose to live in larger cities (Belden Russonello Strategists, LLC, 2013). As the housing market rebounds from the biggest slump in many decades, consumers are putting an increasing emphasis on locations that provide a premium in accessibility: "demand will be high in areas well served with amenities that are within walking distance and that have a sense of community. Sprawling, featureless suburbs will be less attractive" (Keely, van Ark, Levanon, & Burbank, 2012).

→ THE INTEREST IN URBAN LOCATIONS AMONG THE YOUNGER GENERATION IS PARALLELED BY A DECREASING INTEREST IN CARS AND DRIVING.

The interest in urban locations among the younger generation is paralleled by a decreasing interest in cars and driving. Fewer young people are buying cars and getting drivers licenses; driving is down, especially among young adults. The percentage of 18 to 24 year olds in the United States with a driver's license has declined from 80 percent in the late 1970s, to about 67 percent today (Dutzik & Baxandall, 2013). Data from the National Household Travel Survey show that the average number of miles driven by 16 to 34 year olds has declined 23 percent since 2001.

Higher gas prices, the renewed interest in urban living and generational change are all being reflected in the nation's housing markets. The collapse of the housing bubble over the past several years has driven prices down almost everywhere, but the pattern of decline has been most pronounced and persistent in car-dependent neighborhoods. In most metropolitan areas, houses in close-in urban neighborhoods retained their value better during the bubble's collapse than those in ex-urban or suburban neighborhoods in the same metro area (Cortright, 2008). The growing interest consumers exhibit in walkable housing is shown by the premium that buyers pay for homes in more walkable neighborhoods. After controlling for distance to the urban center, job accessibility, neighborhood income, and home characteristics (size, age, number of bedrooms and baths), homes with high levels of walkability command a $10,000 to $30,000 premium compared to otherwise similar homes with an average level of walkability (Cortright, 2009). In the view of Robert Shiller, the shift in energy prices and the change in consumer preferences could mean that suburban housing prices may not recover for decades (Task, 2012).

It is increasingly apparent that there is a growing market demand for urban living, for the kinds of neighborhoods that enable households to drive less and earn the Green Dividend. We turn next to an examination of those factors that enable places to tap into this growing market trend.



4 HOW TO EARN THE GREEN DIVIDEND: CITIES ARE THE SOLUTION

WHAT WILL IT TAKE TO EARN THE GREEN DIVIDEND? IF A METROPOLITAN AREA IS LOOKING TO DECREASE THE NUMBER OF VEHICLE MILES PER DAY THAT ITS RESIDENTS TRAVEL, THERE IS A SET OF INFLUENTIAL URBAN CHARACTERISTICS AND AMENITIES THAT PLAY KEY ROLES. WHEN THEY WORK WELL, CITIES BRING PEOPLE TOGETHER AND MAKE IT EASY FOR PEOPLE TO INTERACT.

Not surprisingly, there is no single policy that produces the Green Dividend. Rather it is a combination of inter-related, mutually reinforcing policies that provide greater density, a range of housing types, better connected streets, more mixed-use neighborhoods, and transit options, coupled with built and social environments that encourage walking and cycling. New trends are also playing out in cities, like an increase in car-sharing and moving closer to work. As the example of Portland, Oregon makes clear, the cumulative effect of all of these changes can produce a significant reduction in vehicle travel, enabling the Green Dividend.

A Highly Accessible Built Environment

City-like environments with a vibrant urban core, higher densities, a mix of land uses, and well-connected streets help reduce driving. Larger metropolitan areas and denser cities have less driving per capita—and consequently produce fewer carbon emissions. Similarly, city residents drive far less than those in living in suburbs (Glaeser & Kahn, 2008).

Travel distances vary across metropolitan areas for a variety of reasons. A comprehensive review of more than 200 studies of the subject found that the density of residents and jobs, access to shopping and workplaces, the diversity of land uses, the design of the street network, and the availability and quality of transit and walking infrastructure all have significant impacts on the distances people travel (Ewing & Cervero, 2010). Some metropolitan areas are much more densely settled than others, so that more destinations are closer to households, shortening the average length of trips; some metropolitan areas have very sprawling job patterns, with most jobs located far from the urban core, while others are much more compact (Glaeser, Kahn, & Chu, 2001).

→ THE AVAILABILITY OF TRANSIT PLAYS A KEY ROLE IN REDUCING VEHICLE MILES TRAVELED.

Land use patterns matter. There is considerable evidence that urban form plays a key role in shaping travel behavior. Cities with strong urban cores and neighborhoods with a mix of uses and higher densities have lower rates of vehicle travel. The average resident of the ten least sprawling metropolitan areas travelled 21 miles per day, compared to an average of 27 miles per day in the ten most sprawling (Ewing, Bartholomew, Winkelman, Walters, & Chen, 2008). Even in sprawling sunbelt cities like Phoenix, those neighborhoods with the highest levels of density and greatest mix of different land uses have far lower rates of driving than more exurban neighborhoods; those in the higher density mixed-use neighborhoods drove one-third fewer miles than those in less dense, less mixed neighborhoods (Kuzmyak, 2012).

This is explained in part by a selection effect: households that prefer to drive less choose these neighborhoods. While land use patterns don't necessarily cause changes in driving and energy consumption for every household, there is little question that they enable less driving and lower energy use. One of the most common ways to reduce gas consumption in the short run is by trip-chaining—combining several destinations or errands into a single trip. Bomberg and Kockelman found that residents of neighborhoods closer to the urban core and with a greater mix of land uses were far more likely to reduce miles traveled and gas consumption, especially

002810

through trip-chaining. Centralized, mixed-use urban neighborhoods can provide greater resiliency in the face of high gas prices.

The relationship between density, land use patterns and urban form is complex, and many of these factors are inter-related. Older, pre-war neighborhoods were generally built on a well-connected grid pattern, with smaller lots and a wider mix of housing types in each neighborhood. Stores, parks, and schools, were interspersed with housing, all in closer proximity to the urban core. More recent subdivisions are further from the urban core and typically have winding, disconnected streets and cul-de-sacs, much lower densities, and wide separation of different land uses and housing types. In these subdivisions, walking and biking are for recreation; in the pre-war neighborhood, they represent viable and efficient transportation options.

Effective Mass Transit

The availability of transit plays a key role in reducing vehicle miles traveled. People who live in places with better transit generally own fewer vehicles, and drive fewer miles (Bailey, Mokhtarian, & Little, 2008). Cities where more people use transit generally have lower levels of driving. Figure 6 shows the relationship between the average number of vehicle miles traveled per person in each of the nation's 51 largest metropolitan areas and the fraction of the working population that reported commuting via transit.

FIG. 6 Transit Use and Vehicle Miles Traveled in Large Metropolitan Areas



Sources: 2011 American Community Survey, US Dept. of Transportation

These data suggest that improving transit service can play a key role in reducing Vehicle Miles Travelled (VMT). The presence of a comprehensive and robust transit system helps support density, and provides alternatives to automobile use. For some households, the availability of transit means not only that they need drive fewer miles—because they can directly substitute bus or train travel for car use—but they can own fewer cars (becoming two-car households instead of three, or a one-car households instead of two).

Technology is making transit more accessible and pleasant. Most major transit systems are implementing real-time arrival and travel information that let travelers know when the next bus or train will arrive, and how long it will take to reach their destination. Transit riders have a wealth of technology that enables them to use transit time productively for work, entertainment or socializing; over the past few years, the fraction of transit riders using technology during their travel has increased sharply (Lyons, Jain, Susilo, & Atkins, 2012). Some employers, like Google in the San Francisco Bay area, provide wi-fi equipped buses; such technology is likely to become even more widespread in the years ahead.

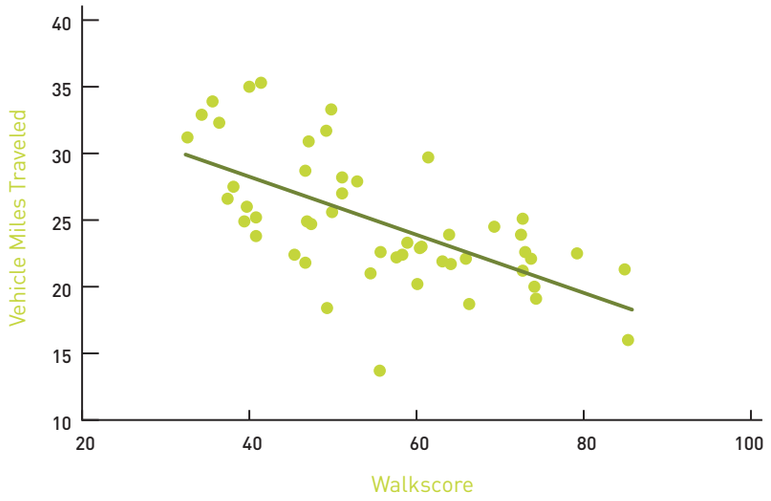
Walkability

A key way to reduce driving is to make it possible for more residents to walk to common destinations. The bane of many suburban locations built in the United States in the past half-century is that residents of many subdivisions have little choice but to drive for all of their trips, even to purchase a quart of milk or to reach a school or park. A combination of low density development, segregation of different land use types (commercial kept apart from residential), poorly connected street systems and inadequate sidewalks make walking difficult or impossible in many places (Speck, 2012).

While everyone has a general sense of what constitutes walkability, until recently there was no simple and comprehensive way to measure the level and extent of walkable neighborhoods in urban areas. A new web-based tool called WalkScore, based in part on Google Maps, makes it possible to compute a walkability index from zero (unwalkable, car-dependent) to 100 (a walker's paradise) for any address in the United States. Planners, businesses, and consumers are using Walkscore (and similar accessibility measures) to better understand which places are walkable and which are not. You can look up the score for any address in the U.S. for free at www.walkscore.com.

Metropolitan areas that have higher levels of walkability, on average, have lower rates of driving. Figure 7 shows the relationship of average levels of walkability for the principal city in each of the nation's largest metropolitan areas, as estimated by Walkscore, and compares it to the number of vehicle miles traveled per person per day in that metropolitan area. Higher walkability is correlated with lower levels of vehicle travel.

FIG. 7 **Walkscore and Vehicle Miles Traveled, Metropolitan Areas**



Sources: Walkscore, USDOT

Cycling

The past decade has witnessed a remarkable growth in bicycling as a means of transportation. Cities across the nation are creating bike lanes and other cycling infrastructure; some cities like New York and Washington have installed large-scale bike sharing systems. The number of persons regularly commuting to work by bicycle has increased by 50 percent in the last decade to more than 750,000 daily. The increase in cycling has been especially strong in central cities and among young adult commuters. In central cities, 1.2 percent of all 18 to 64 year old workers commute by bike, compared to about 0.3 percent of metro workers living in suburbs. And between 2005 and 2011, while the number of 18 to 34 year olds commuting by car declined by 475,000, the number commuting by bicycle increased by 150,000.

Cycling works best in denser urban environments, where more destinations are close at hand, and where urban grid street systems provide many low volume, lower speed alternatives to traveling on busy arterials. Much of the increase in cycling is a social phenomenon; the more people see other people cycling, the more likely they are to feel safe and comfortable cycling themselves.

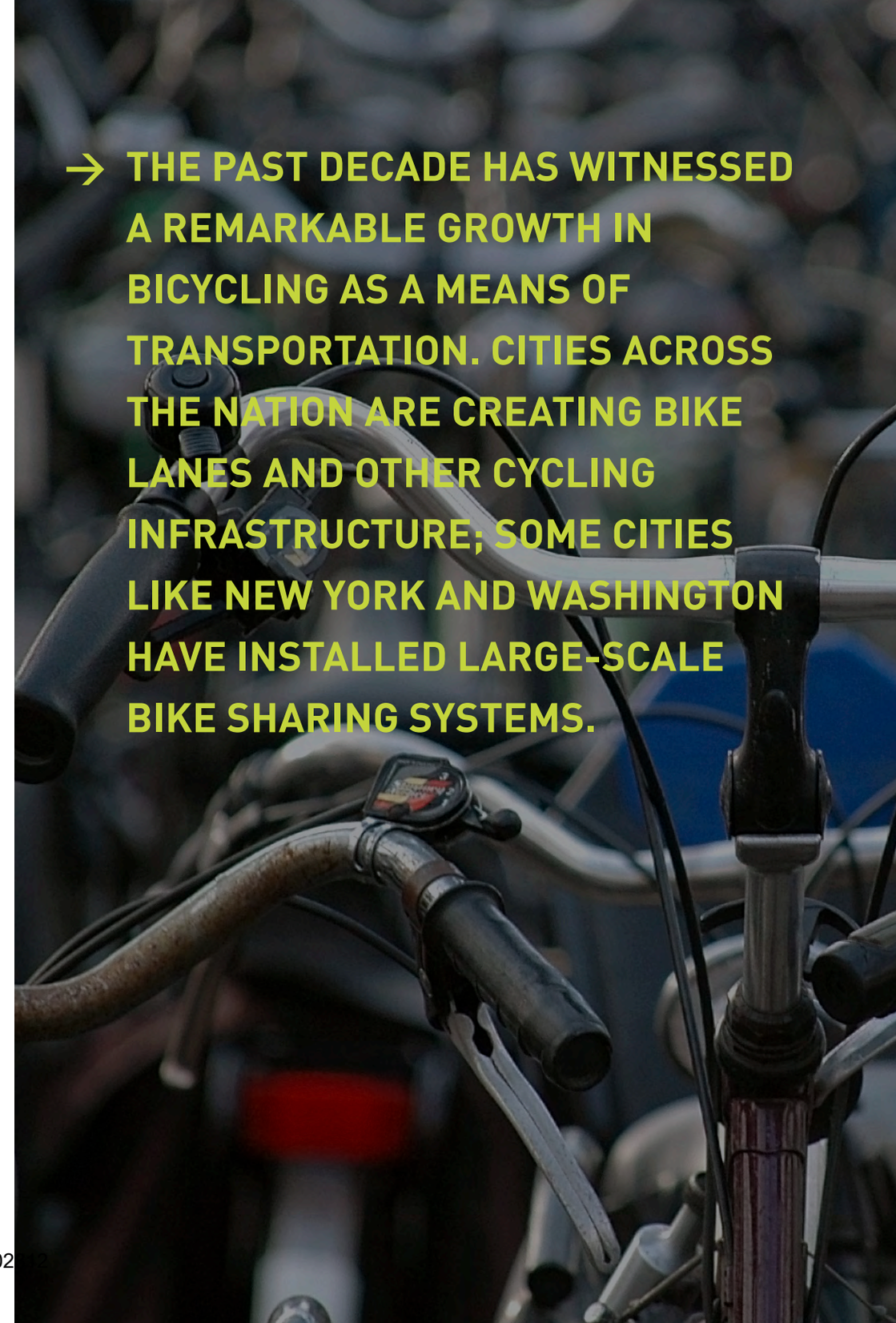
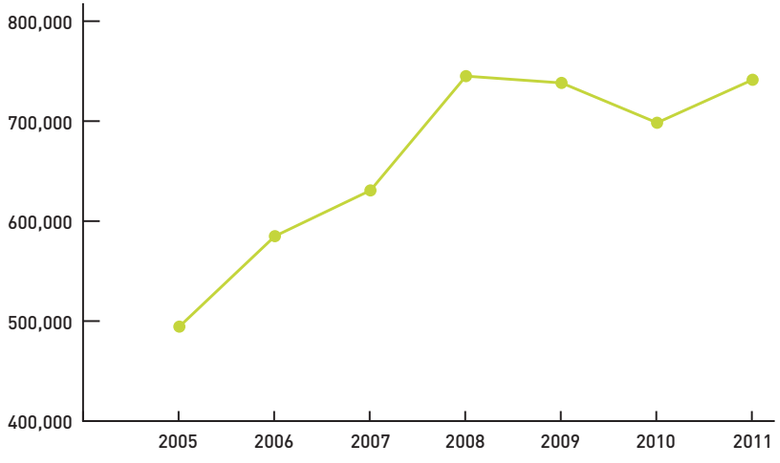


FIG. 8 **Working Age Adults Commuting to Work by Bicycle, 2005 to 2011**

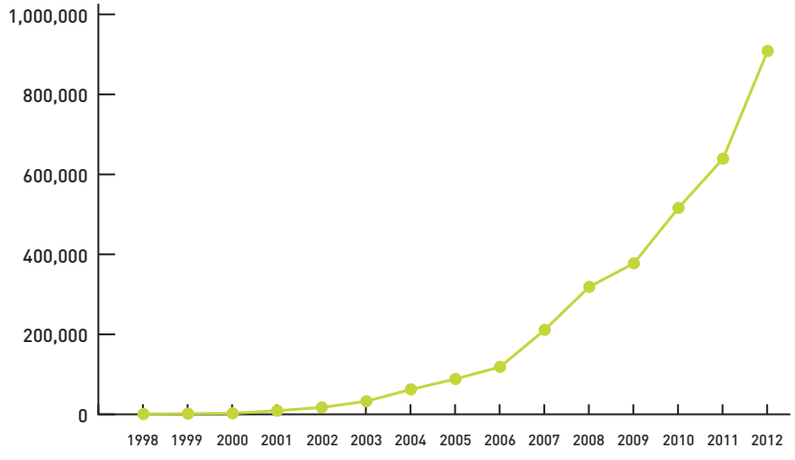


Source: American Community Survey

Car-Sharing

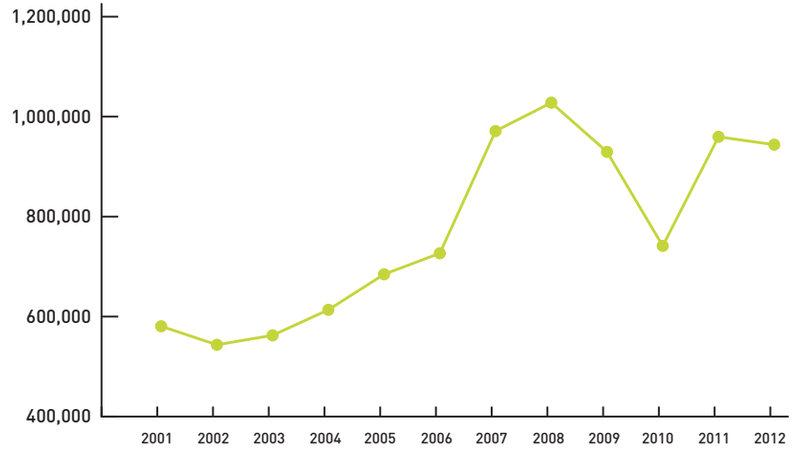
Another way that cities can reduce VMT is by promoting car-sharing. While most Americans are accustomed to owning a private vehicle, a growing number of households are finding it better to obtain access to a car as a service, rather than a capital expenditure. In this way, it is possible to use cars differently and more efficiently, as part of a strategy that reduces total vehicle miles traveled, while maximizing the flexibility, speed, and personal point-to-point travel associated with the automobile. Owning a car is a major investment for most households, and once a family has incurred the costs of acquiring a vehicle—and organized their daily routine around the regular availability of a privately-owned car—they may stop considering other alternative modes of transportation. In the past decade, a series of new businesses have formed to provide just-in-time, à la carte car rentals in urban environments. Car-sharing companies like ZipCar and Car2Go enable households to get car access when they need it. The number of subscribers to car-sharing systems has skyrocketed in the past decade and now exceeds 1 million, and because users pay by the trip, they have strong incentives to make efficient use of these rental vehicles. Car-sharing transforms the automobile from something you own to a service that you buy, as and when you need it.

FIG. 9 **North American Car-Sharing Subscribers, 1998-2012**



Source: Shaheen & Cohen, 2012

FIG. 10 **Working Age Persons Who Moved to Ease Their Commute**



Source: Current Population Survey

Moving Closer

Surprisingly there is plenty of opportunity to reduce the average journey to work without changing either the existing housing stock or the existing distribution of job locations within metro areas. It is estimated that on average, we travel between three

and seven times farther than we would if we did a better job of matching individuals' work and housing locations (Anas, Arnott, & Small, 1998).

The run-up in energy prices triggered a sizeable increase in the number of persons and share of the population citing "reducing commuting time" as a key factor in their choice of residence (Bomberg & Kockelman, 2009). Our analysis of data from the Current Population Survey shows that the number of working-age adults who reported that their move was prompted by the desire to ease their commute increased dramatically from less than 600,000 in the early part of the last decade to more than 900,000 per year since 2007. (The recession and the collapse of the housing market reduced household moves in 2009.)

These numbers understate how much household moves and job changes could lead to reductions in travel for Americans. What's often overlooked is how frequently Americans change jobs or move into different housing arrangements. About 12 percent of Americans report having moved in the past year (U.S. Census Bureau, 2013). Moving rates are much higher for renters, young adults, and people of color. In the course of calendar year 2012, there were about 51.8 million new job hirings and about 50 million separations (quits, firing, retirement, layoffs), more than a third of the 135 million Americans with wage and salary jobs (Bureau of Labor Statistics, 2013). The typical American worker has a median job tenure of about five years, and this figure is shorter for younger workers; this suggests that about half of all workers could be expected to be working in a different job five years from now. As these millions of Americans change houses or jobs each year, they will likely continue to pay increasing attention to how their location choices affect their need for vehicle travel. The effects of this change are likely to play out in real estate and job markets for years to come.

Already, we've seen an increasing tendency in young adults to choose to live in closer-in neighborhoods; and changing residential preferences are influencing where businesses choose to relocate as well. Companies as diverse as UBS in New York (Bagli, 2011), Biogen-IDEC in Boston (Urban Land Institute, 2011), Twitter, Zynga and Pinterest in San Francisco (Swartz & Martin, 2012) , and Motorola Mobility in Chicago (Wong & Bergen, 2012) have said that their recent decisions to move, locate or expand in urban centers was driven by their desire to be closer to where their workforce was living. Similarly, American retailers like Office Depot, Target, and WalMart are increasingly developing small footprint urban stores that bring them closer to more customers. Over time, the complementary shifts in worker and business locations can help shorten average trip distances and reduce driving.

THE PORTLAND EXAMPLE

MUCH OF THE EVIDENCE FOR THE GREEN DIVIDEND COMES FROM CROSS-SECTIONAL COMPARISONS OF THE EXPERIENCE OF DIFFERENT METROPOLITAN AREAS AND NEIGHBORHOODS. BUT CAN AN ENTIRE METROPOLITAN AREA, OVER A PERIOD OF TIME, SIGNIFICANTLY REDUCE THE AMOUNT OF DRIVING BY ITS RESIDENTS? THE EXPERIENCE OF PORTLAND, OREGON SUGGESTS THAT THIS OBJECTIVE IS ATTAINABLE.

Among large U.S. metropolitan areas, Portland has one of the lowest rates of per capita vehicle travel. The Portland metro area (technically, the Portland-Vancouver Metropolitan Statistical Area) has a population of nearly 2.3 million. The typical resident in this metropolitan area drove an average of 20 miles per person per day in 2008, about 4 miles less than the average for the 51 largest U.S. metropolitan areas. Compared to what they would have spent on fuel and vehicle operations if they had driven as much as the typical U.S. metropolitan resident, Portland's residents saved a total of $1 billion annually in 2007 (Cortright, 2007).

But this lower level of driving is a comparatively recent development. Just two decades ago, in the early 1990s, the pattern of travel behavior in Portland was not so different from the national average. As in the rest of the nation, VMT per capita increased rapidly during the 1980s and early 1990s; but starting in the mid-1990s, driving trends in Portland diverged from the national pattern (Horowitz, 2013).

Vehicle miles traveled per household in metro Portland have declined 26 percent: from 30.9 in 1994 to 22.7 in 2011 according to local transportation studies (Metro, 2012).

002814

A range of policies has supported this reduction in driving. For several decades the Portland area has had an urban growth boundary and a comprehensive system of land use planning that promoted more compact development—as well as the inclusion of a range of different housing types in all jurisdictions in the metropolitan area. The region invested heavily in mass transit, including an extensive light rail system, and was a major leader in promoting bicycle transportation. The city invested in its urban core and supported the redevelopment of close-in urban neighborhoods.

The region's development patterns responded to these changes. Portland had the second-largest increase in population density among large U.S. metropolitan areas between 2000 and 2010 (Wilson, Plane, Mackun, Fischetti, & Goworowska, 2012). The metropolitan area was an early adopter of car-sharing and hybrid vehicles (ranking first in the nation in per capita hybrid sales in 2008). The City of Portland has the highest rate of commuting by bicycle of any large city in the nation's 50 largest metropolitan areas, at more than 6%.

Important to note as well is that most of these statistics reflect individual consumer choices—enabled by supportive public policy; survey evidence suggests that Portland-area citizens are happy with the added choices their transportation system and land use patterns provide: 60% of Portland area residents rated the region's transportation system as "good or excellent" compared to an average of 35% for other large metropolitan areas. The experience of Portland signals that it is possible for cities to adopt policies that provide welcome opportunity for their residents to drive less, and in a relatively short period of time, begin to earn a Green Dividend.

5 THE LOWER CONGESTION BONUS

THE DATA SHOW THAT AMERICANS' DRIVING HABITS ARE CHANGING, AND THAT DRIVING IS DECREASING. THIS BEHAVIOR IS SAVING AMERICANS MONEY, ESPECIALLY FOR THOSE HOUSEHOLDS AND COMMUNITIES WITH ACCESS TO THE URBAN FEATURES AND TRANSPORTATION ALTERNATIVES THAT ENABLE LOWER RATES OF TRAVEL. IN ADDITION TO THIS GREEN DIVIDEND, HOWEVER, THE REDUCTION IN VEHICLE TRAVEL HAS PRODUCED AN ADDED AND LITTLE NOTICED BENEFIT: LOWER LEVELS OF TRAFFIC CONGESTION.

In recent years, the widespread deployment of wireless data networks and global positioning systems in the commercial transportation sector has created an entirely new and more detailed source of data on travel speeds. Today, a large fraction of commercial delivery vehicles in the United States (including long-haul trucks, UPS and FedEx delivery vehicles, private fleets, and taxis) are equipped with GPS systems and cellular data connections tied into real-time fleet management systems. These data pinpoint the speed and location of more than a million vehicles at all times.

002815

A number of data aggregators use this information to generate real time data on traffic speeds on major roadways in every principal metropolitan area in the US. Seattle-based Inrix, one provider of this information, summarizes its data for metropolitan areas on an annual basis.

Since 2007 Inrix has produced its National Traffic Scorecard, which identifies the nation's biggest bottlenecks and tracks trends in travel time on more than 47,000 miles of urban roads around the nation (Inrix, 2013) . The Scorecard now contains consistent historical data on travel trends in 100 metropolitan areas in the U.S. from January 2010, onward.

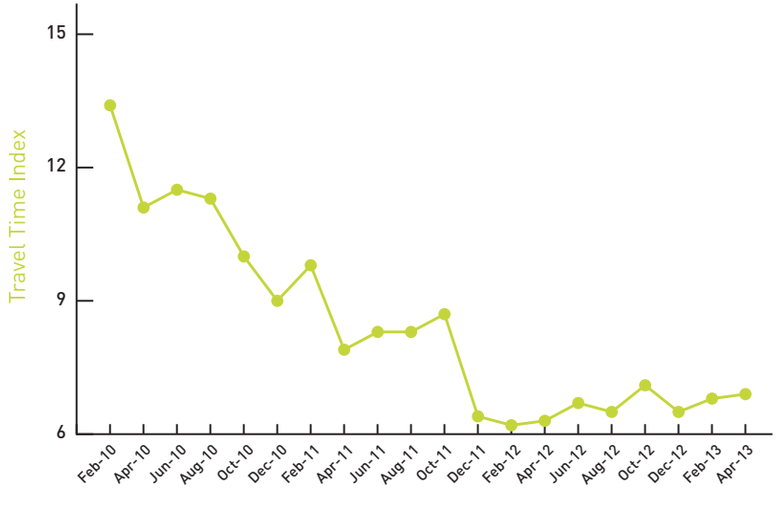
In its past two annual reports, Inrix pointed out that time lost to congestion has fallen dramatically in the United States. In 2011, congestion levels declined 30 percent nationally, and they declined a further 22 percent in 2012 (Inrix, 2013). Their travel time index measures the additional time that a typical peak hour trip takes compared to the same trip taken during free-flowing road conditions. A travel time index of 12 means that a trip that takes 20 minutes during free flowing travel conditions takes 12 percent longer—about 22 and a half minutes—during the peak travel period. Traffic congestion, as measured by the travel time index has fallen by about forty percent, from between 11 and 12 in 2010 to about 7 in 2013.

While the travel time index cannot reliably be used to make comparisons across metropolitan areas, it is reasonably useful for making comparisons over time for individual metropolitan areas, especially over short time spans. Because trip lengths vary dramatically among metropolitan areas, the travel time index tends to overstate the severity of travel-related time losses in compact metropolitan areas, and understate the travel time costs experienced in more sprawling metropolitan areas (Cortright, 2010).

Looking for ways to reduce vehicle miles traveled may be the most effective and least expensive way to reduce our traffic congestion problems. Supply-side solutions, like building more highway lanes, seem only to encourage more driving, and produce sprawling development patterns, a phenomenon some have labeled "a fundamental law of traffic congestion" (Duranton & Turner, 2011).



FIG. 11 **Travel Time Index for the United States 2010 to 2013**

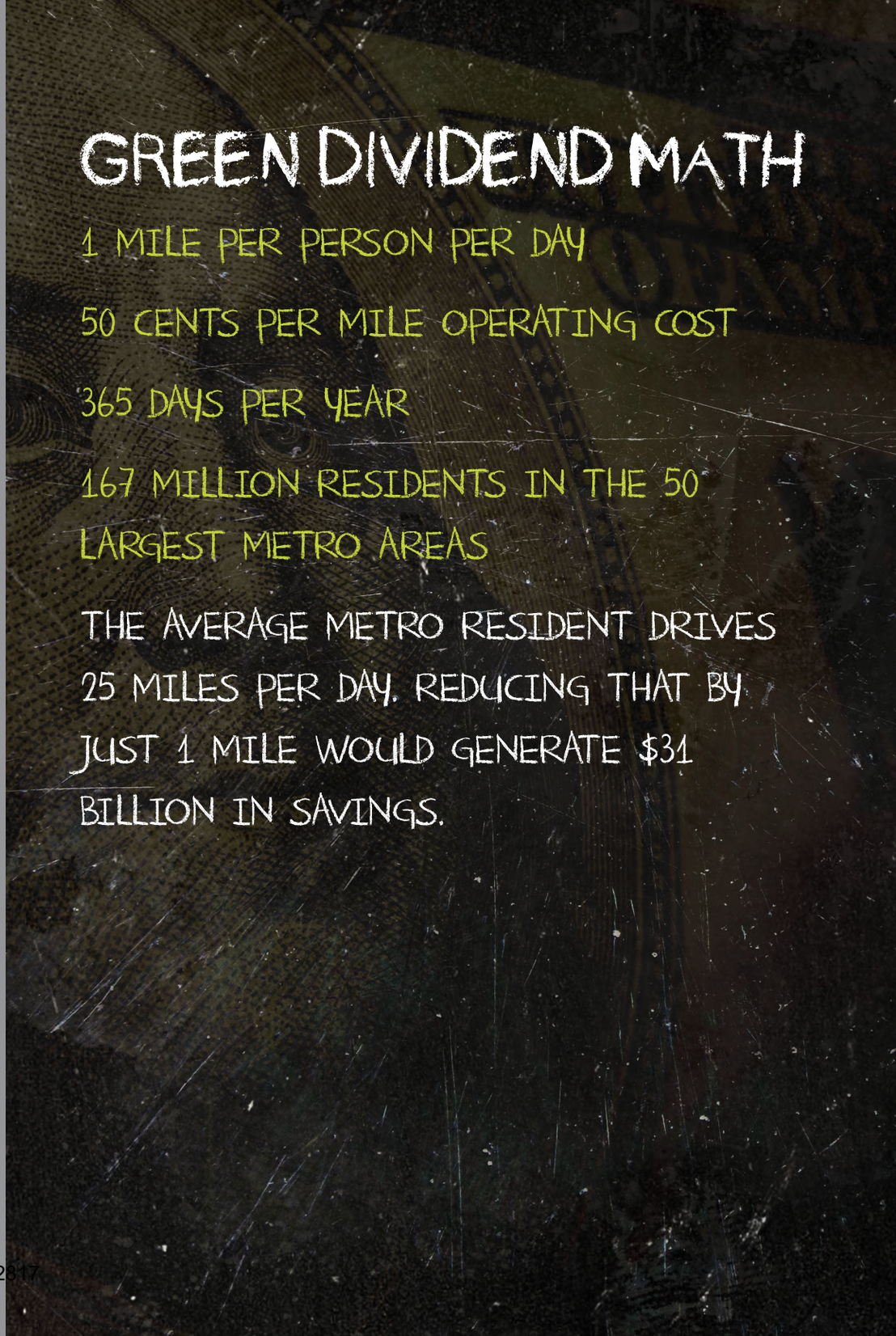


Source: Inrix National Travel Scorecard, 2013

CONCLUSION

COLLECTIVELY, THE NATION'S 51 LARGEST METROPOLITAN AREAS COULD GAIN $31 BILLION ANNUALLY JUST BY REDUCING THE AMOUNT OF DRIVING THEY DO BY ONE MILE PER PERSON PER DAY. A SIGNIFICANT AND VALUABLE GREEN DIVIDEND IS IN THE OFFING FOR THOSE CITIES THAT FOSTER OPPORTUNITIES FOR THEIR RESIDENTS TO DRIVE LESS.

Market incentives and changing consumer preferences are creating strong support for steps to reduce driving and earn the Green Dividend. More changes are to come as households are still in the process of adjusting their residential, commuting, shopping, and car ownership patterns in response to the dramatically rising gas prices in the past decade. As a result, a new generation of Americans is coming of age with fundamentally different attitudes about car ownership and urban living.



002317

APPENDIX GREEN DIVIDEND ESTIMATES FOR THE NATION'S 51 LARGEST METRO AREAS

METROPOLITAN AREA	POPULATION	VEHICLE MILES TRAVELED	GREEN DIVIDEND (MILLIONS)
Atlanta-Sandy Springs-Marietta, GA	5,476,664	30.0	1,000
Austin-Round Rock, TX	1,705,075	29.9	310
Baltimore-Towson, MD	2,690,886	24.4	490
Birmingham-Hoover, AL	1,131,070	35.7	210
Boston-Cambridge-Quincy, MA-NH	4,588,680	23.0	840
Buffalo-Niagara Falls, NY	1,123,804	20.5	210
Charlotte-Gastonia-Concord, NC-SC	1,745,524	34.5	320
Chicago-Naperville-Joliet, IL-IN-WI	9,580,609	21.2	1,750
Cincinnati-Middletown, OH-KY-IN	2,170,828	24.8	400
Cleveland-Elyria-Mentor, OH	2,091,286	22.2	380
Columbus, OH	1,801,848	26.1	330
Dallas-Fort Worth-Arlington, TX	6,447,228	29.1	1,180
Denver-Aurora-Broomfield, CO	2,554,474	24.9	470
Detroit-Warren-Livonia, MI	4,403,437	26.3	800
Hartford-West Hartford-East Hartford, CT	1,195,998	25.1	220
Houston-Sugar Land-Baytown, TX	5,865,086	37.7	1,070
Indianapolis-Carmel, IN	1,744,680	32.8	320
Jacksonville, FL	1,327,812	33.7	240
Kansas City, MO-KS	2,066,732	29.6	380
Las Vegas-Paradise, NV	1,902,834	29.0	350
Los Angeles-Long Beach-Santa Ana, CA	12,874,797	22.8	2,350
Louisville-Jefferson County, KY-IN	1,259,031	27.1	230
Memphis, TN-MS-AR	1,304,905	26.6	240
Miami-Fort Lauderdale-Pompano Beach, FL	5,547,051	24.9	1,010
Milwaukee-Waukesha-West Allis, WI	1,559,667	24.3	280
Minneapolis-St. Paul-Bloomington, MN-WI	3,269,814	25.2	600
Nashville-Davidson-Murfreesboro-Franklin, TN	1,581,908	32.8	290

METROPOLITAN AREA	POPULATION	VEHICLE MILES TRAVELED	GREEN DIVIDEND (MILLIONS)
New Orleans-Metairie-Kenner, LA	1,189,981	15.2	220
New York-Northern New Jersey-Long Island, NY-NJ-PA	19,069,796	17.0	3,480
Oklahoma City, OK	1,227,278	32.5	220
Orlando-Kissimmee, FL	2,082,421	30.9	380
Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	5,968,252	20.3	1,090
Phoenix-Mesa-Scottsdale, AZ	4,364,094	23.4	800
Pittsburgh, PA	2,354,957	21.4	430
Portland-Vancouver-Beaverton, OR-WA	2,241,913	20.1	410
Providence-New Bedford-Fall River, RI-MA	1,600,642	21.5	290
Raleigh-Cary, NC	1,125,827	32.2	210
Richmond, VA	1,235,458	29.0	230
Riverside-San Bernardino-Ontario, CA	4,143,113	23.4	760
Rochester, NY	1,035,566	23.6	190
Sacramento-Arden-Arcade-Roseville, CA	2,127,355	19.0	390
St. Louis, MO-IL	2,825,769	29.6	520
Salt Lake City, UT	1,130,293	21.9	210
San Antonio, TX	2,073,092	28.2	380
San Diego-Carlsbad-San Marcos, CA	3,053,793	23.7	560
San Francisco-Oakland-Fremont, CA	4,317,853	22.5	790
San Jose-Sunnyvale-Santa Clara, CA	1,839,883	22.4	340
Seattle-Tacoma-Bellevue, WA	3,407,848	22.5	620
Tampa-St. Petersburg-Clearwater, FL	2,747,272	28.1	500
Virginia Beach-Norfolk-Newport News, VA-NC	1,675,792	23.3	310
Washington-Arlington-Alexandria, DC-VA-MD-WV	5,476,241	23.2	1,000

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002819

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Driven to the Brink
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To: Metro Council President Peterson
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Metro Councilor Christine Lewis, District 2
Metro Councilor Gerritt Rosenthal, District 3
Metro Councilor Juan Carlos González, District 4
Metro Councilor Mary Nolan, District 5
Metro Councilor Duncan Hwang, District 6

CC: Marissa Madrigal, Chief Operating Officer, Metro
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Eryn Kehe, Land Use Manager, Metro
Ted Reid, Land Use Manager, Metro

November 21, 2024

1000 Friends of Oregon appreciates the opportunity to participate in the Urban Growth Stakeholders Roundtable, comment on the urban growth report, and partner with Metro on multiple areas of alignment such as unlocking more funding for critical infrastructure needs, addressing our housing affordability crisis, and bringing more mobility options for Oregonians in a 2025 transportation package.

1000 Friends of Oregon acknowledges and appreciates Metro Council and staff's research to add "conditions" outlined in Exhibit B to place on a nearly 1,300-acre urban growth boundary expansion.

In every aspect of our work, 1000 Friends of Oregon works with Oregonians to build durable, lasting approaches to how we shape our communities through rigorous policy and legal analysis, culture shift towards more inclusive and prosperous communities, and funding and financing tools. Our election cycle reminds us how important it is to build these durable approaches to help current and future generations through our land use decisions. We must institutionalize policies to help us reach our short-, mid-, and long-range goals in a reality with political extremes, staff turnover, and volatile economic conditions and public funding options.

It is with this mindset that 1000 Friends of Oregon raises multiple questions and concerns about Metro's Ordinance No. 24-1520. **1000 Friends of Oregon urges Metro Council to vote no to sprawl because of (I) the region's current and projected inventory of land availability, vacancy rates, and redevelopment potential (and need to do so). 1000 Friends also urges Metro Council to say vote no to sprawl based on (II) a lack of evidence demonstrating how Metro and Sherwood are advancing progress towards Metro's six desired outcomes or complying with state law and anticipated rules for the Oregon Housing Needs Analysis as well as Metro's Climate Smart Strategy. Finally, 1000 Friends of Oregon agrees and incorporates the arguments and evidence raised by the West of Sherwood Farm Alliance.**

I. Metro Council should reject the current proposal because our region has a surplus of available land, vacant buildings, and redevelopment opportunities inside our existing UGB.

An urban growth boundary decision requires all of us to first ask and answer: do we need to expand our UGB for population or job growth? Based on data from Metro staff and recent inventory updates the answer is no. We have over 500,000 parcels of land inside the existing UGB, multiple industrial sites of all sizes including at least two 500-acre sites, and we're suffering from a 24% region-wide vacancy rate in our commercial buildings, not including shadow space (where a building is leased on paper, but employees are not using the building regularly). Colliers International shares a bleak forecast for the future of commercial leases, noting that this is the 17th consecutive quarter of increasing vacancy rate in the greater metro region and that a significant amount of leases are coming up for renewal/expiration. We are suffering from a 33% vacancy rate in Portland's Central City alone[1].

To assess our industrial lands capacity and demand, 1000 Friends of Oregon looks to Colliers International who reports a region-wide 7.5% vacancy rate (over 15 million square feet of industrial space in the greater market[2]). Over 1.03 million industrial square feet has been added

[1] Colliers International. Portland Metro Office Market Report Q3 2024. https://www.colliers.com/en/research/portland/2024-q3-portland-metro-office-market-report
[2] Colliers International. Portland Metro Industrial Market Q3 2024. https://www.colliers.com/en/research/portland/2024-q3-portland-metro-industrial-market-report

to the current supply with 16% of it only pre-leased. The City of Sherwood, itself, celebrated a brand new industrial park on over 35 acres with all three of its buildings for lease[3].



Sherwood Commerce Center, Opened 2024, Leasing Available in all Three Buildings

Additionally, on September 18, 2024, Oregon Governor Tina Kotek announced a public hearing to be held on October 10, 2024. The hearing is "to discuss a proposed determination by the Governor to bring identified lands into the urban growth boundary near Hillsboro, OR subject to the authority granted to the Governor in Senate Bill 4(2023), Section 10."[4] This possible additional 373 acres of industrial land to the existing UGB adds more reason to reject the expansion based on the surplus of available industrial land inside the region.

With regards to(re)redevelopment for housing we need in high opportunity areas (close to existing amenities, services, and jobs), the greater Portland area is on track to support thousands of homes built in our centers and corridors if we invest in them. 1000 Friends of Oregon applauds the staff support and funding dedicated to some of these transformative (re)developments such as the over 1,100 homes on the Portland Public Schools site as part of

[3] Sherwood Commerce Center, 2024.
https://www.loopnet.com/Listing/21600-SW-Oregon-St-Sherwood-OR/26881071/
[4] Governor Tina Kotek. September 18, 2024.
https://www.oregon.gov/biz/Publications/CHIPS/Public_Meeting_Notice_SB4_Lands.pdf

Albina Vision Trust (with anticipated $750,000 planning grant) and over 1,000 homes in the OMSI Revitalization District. Sherwood's possible 3,120 homes (or average density of 9.2 units) pales in comparison to the tens of thousands of homes we could add to the region. With expected, reduced federal funding for critical safety services, housing, and infrastructure, Metro Council must be focused and strategic in concentrating the limited dollars coming into the region.

Given the surplus of available land, especially industrial and commercial lands, vacant and underutilized buildings, and (re)development needs and opportunities, this expansion is unwarranted. Metro Council should reject this expansion proposal on this data alone.

II. Metro Council should reject this proposal because the City of Sherwood's proposals fails to demonstrate how this 1,291 acre expansion helps Metro Council achieve its six desired outcomes: vibrant communities, sustained economic competitiveness and prosperity, safe and reliable transportation choices, leader on climate change, clean air, water, and healthy ecosystems, and equity.

In 2008, Metro Council adopted six desired shared outcomes. These outcomes serve as the region-wide vision for all of us - local governments, private companies, and non-profit organizations - to develop strategies, direct resources, and organize board of directors, employees, and community members to make progress toward these six desired outcomes. We hold the proposal up to these six desired outcomes:

Does the proposal help create vibrant communities? Depends on who you are and where you live, work, and play in the region. We appreciate Metro staff's condition in Exhibit B requiring some designated main street in future planning. Vibrancy - in urban planning - describes the experience of urban and suburban environments: the livability, the attractiveness, and the diversity. The City of Sherwood has proposed a concept that includes elements that would be nice for some people, but the infrastructure required to build these elements pulls resources away from other parts of the region that have been waiting for basic infrastructure investment for decades. Vibrancy - at a regional scale - requires effective and efficient use of existing and new infrastructure to revitalize and redevelop these areas. (Re)development using existing infrastructure or enhancing outdated infrastructure allows us to create vibrant communities much faster and with bigger impact because the limited public infrastructure dollars go further and benefit more communities.

Density with mixed-use and mixed-income designations is also required for vibrancy. We appreciate the upward direction outlined in Exhibit B - 9.2 units per acre- but are concerned about future local government opposition to development that exceeds this density. Higher densities would not qualify for Metro's own housing bond funding for affordable housing projects. The beautiful and needed housing built to date around the region with these funds are north of 24 units/acre (more than double the current density averages discussed). The proposal, thus, could create a vibrant community in a small, remote part of the region for a relatively small number of residents; this comes at the expense of revitalizing other areas that more people would benefit from.

Does the proposal help the region achieve sustained economic competitiveness and prosperity? No. Given the surplus of available industrial land inside the UGB (sites of all sizes) and high vacancy rates and underutilized commercial buildings (24% vacancy-rate region-wide), any additional industrial and commercial land as part of the proposal would enable companies to either relocate from their existing leases within the region or skip over existing leasing or development opportunities that are closer to existing populations, infrastructure, and amenities. We do note that Metro staff have developed helpful conditions for industrial land, requiring at least 50-acres of industrial land be kept at that size and limit the high-impact, low-benefit uses such as data centers, warehouses, and fulfillment centers. We urge the Metro Council to examine and place these kinds of conditions on planning grants, land readiness dollars, and infrastructure funding that supports industrial lands inside the existing urban growth boundary.

Does the proposal create safe and reliable transportation choices? No. The proposal perpetuates the current set of transportation choices. The Oregon Department of Administrative Services just-released Oregon Housing Needs Analysis Draft Methodology concludes that Sherwood has inadequate transit access to jobs - the lowest in the region.[5] According to Redfin, Sherwood is car-dependent with minimal transit. The expansion proposal does not include conditions for density levels that can justify transit extensions and frequent service (in contrast to the City of Tigard's River Terrace 2.0 approved in Metro's UGB swap; a swap we supported with conditions).

Does the proposal help the region be a leader on climate change? No. We are not aware of an analysis done by Metro or City of Sherwood staff to determine if this expansion proposal is consistent with Metro's Climate Smart Strategy required to meet the state's greenhouse gas

[5] Oregon Department of Administrative Services, Oregon Housing Needs Analysis Draft Methodology, p. 32 and table 12.

emission reduction targets or Climate Friendly Equitable Communities rulemaking[67]. But, 1000 Friends of Oregon can analyze anticipated greenhouse gas emissions from the road extensions associated with the expansion to conclude the proposal undermines Metro's or the City of Sherwood's ability to meet goals outlined in the Climate Smart Strategy or CFEC. While the urban growth expansion plan's infrastructure needs are vague (for example, the local collector streets and costs are not addressed), a reasonable approximation of infrastructure needs include 26 - 34 miles of roads associated with residential and commercial development. Currently, Washington County has approximately 425 lane miles of class 2 and 3 facilities on which 1.6 billion vehicle miles traveled per year. This proposal - assuming the conservative 26 miles - would induce an additional 59 to 89 million vehicle miles traveled per year. Under today's conditions, the annual emissions from this increase would be .4 MMTCO2e to .9 MMTCO2e. This increase translates to approximately 8,100 more passenger cars or light trucks on the road or 4 million gallons of gas each year.[8]

In addition, the densities outlined in Exhibit B will not support adequate transit service in the future.

Does the proposal help the region steward clean air, water, and healthy ecosystems?
Maybe, if the implementation of the habitat conditions are followed as outlined in Exhibit B. The proposal expands development in and onto farms, forests, and watersheds. The area includes the National Tualatin Wildlife Refuge, a regionally significant habitat (designated by Metro). Metro's staff analysis notes that, at the least, development would have a moderate impact to this regionally significant habitat and, that is assuming, an effective Title 13 program, particularly for the uplands habitat.[9]

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[6] The Climate Smart Strategy, adopted by Metro Council in 2014, fulfills a 2009 mandate by the Oregon Legislature, requiring Metro to develop and implement a strategy to reduce the region's per capita greenhouse gas emissions from cars and light trucks at least 20 percent by 2035.House Bill 2001 (2009)Oregon Senate Bill 1059 (2010). https://www.oregonmetro.gov/climate-smart-strategy#:~:text=The%20Climate%20Smart%20Strategy%20fulfills,least%2020%20percent%20by%202035.

[7] The greenhouse gas reduction target for the Portland Metropolitan area is 20% reduction by 2035 and 35% reduction by 2045, with annual targets. Annual greenhouse gas emission reduction targets for the Portland Metropolitan Area are found in OAR 664-004-0020. https://oregon.public.law/rules/oar_660-044-0020

[8] Shift. Calculated using Sherwood West urban expansion plan. September 25, 2024. https://shift.rmi.org/

[9] Metro. Sherwood North Urban Reserve Area. 2018. https://www.oregonmetro.gov/sites/default/files/2018/12/03/SherwoodNorthUrbanReserveMetroCodeAnalysis.pdf

Metro's analysis still does not cross-reference available airshed capacity for planned uses, particularly industrial uses that may emit NOx and PM 2.5 Given Intel's recent permit award from the Oregon Department of Environmental Quality that awarded them significant air emissions allowances, Metro should review the possibility of development in the area before an urban growth boundary expansion. 1000 Friends of Oregon and partner organizations will help monitor airshed emissions and possible violations, as well.

Does the proposal advance racial equity? No. The proposal threatens any progress made toward making an equitable region by pulling planning dollars and future infrastructure funds away from other areas of the region. Current and historical trends demonstrate that areas most likely to lose out on funding to Sherwood are areas with low-income communities and communities of color. These communities still suffer from lack of public and private investment: no sidewalks, dedicated bike lanes, parks, nature trails, tree canopy, and more.

The proposal still does not include concrete strategies or conditions in the proposal to make Sherwood more equitable: affordable housing set-asides or funding or staffing plans. Rather, the conditions are written in an aspirational manner; we appreciate the stated intent, but must build clear, outcome-oriented expectations for future electeds and staff at Metro and City of Sherwood. A 1,291 acre expansion is too large of a request without any guarantee that Sherwood will be able to make itself a more inclusive, equitable community. The Oregon Department of Administrative Services just-released Oregon Housing Needs Analysis Draft Methodology indicates that Sherwood's 20-year housing need consists of 395 homes for income levels at 0-30% area median income (AMI), 279 homes for income levels at 30-60% AMI, 169 homes for income levels at 60-80% AMI, and 238 homes for income levels at 80-120% AMI. The current proposal fails to account for how the City of Sherwood is going to meet this 20-year housing need within their existing UGB let alone this expansion.

***

Since our September testimony, we have a better understanding of how we must prepare the region over the course of the next four years. We can reasonably anticipate reduced federal funding to social safety net programs, affordable housing, environmental justice and conservation efforts, and major infrastructure grants to projects in Oregon. This outlook builds on multiple budget deficits forecast for key state agencies such as the Oregon Department of Transportation, Multnomah County, City of Portland, and more. While we can, and should, adopt

an abundance mentality, we also must responsibly steward the limited dollars we have to have the biggest positive impact for the most amount of Oregonians as possible.

This forecast and data submitted by local governments and the private sector - tell us that space - or the availability of raw land - is neither the problem nor the solution for our region. Instead, we should focus inside our UGB on policy and funding and financing solutions. We can, and must, work together on a shared agenda for creating state and federal priorities to address our issues on land readiness, housing affordability, commercial-to-residential conversions, and equitable tax reform.

***

Please do not hesitate to reach out with any questions or conversations. My email is Sam@friends.org and my phone number is (503)497-1000.

Sincerely,



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Executive Director

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November 21, 2024

Metro Council President Lynn Peterson
Metro Councilors
Metro Regional Center
600 NE Grand Avenue
Portland, Oregon 97232

Re: Metro Urban Growth Report and Urban Growth Boundary Decision

President Peterson and Councilors,

I represent the West of Sherwood Farm Alliance, whose members have been observing and participating in Metro's urban growth management decision process since early this year.

The revised version of the Urban Growth Report (UGR) and the associated Urban Growth Boundary (UGB) expansion to include the entirety of the urban reserve west of Sherwood and your reliance on the Sherwood West Concept Plan (Concept Plan) violate a wide spectrum of state laws and related administrative rules, Statewide Planning Goals 1, 2, 3, 4, 5, 10, 11, 12 and 14 and associated rules, provisions in Metro's Regional Framework Plan and the Urban Growth Management Functional Plan governing UGB amendments, and other Metro requirements establishing policy for racial equity, housing, public engagement, ethics, natural areas protection, industrial lands and other matters.

These violations are based both on errors and omissions in law and the inadequacy of the evidence on which your proposed decision rests. They are summarized below and supported by evidence separately submitted in notebooks along with this letter.

Alternative Sites Analysis

The analysis of alternative urban reserves in Appendix 7 (Goal 14 factors) and 7A (Urban Growth Management Functional Plan evaluation factors in 3.07.1425(c)), are 720 pages in length. They are defective for multiple reasons.

First, with the exception of one short document, the analyses were completed and published sometime after the Metro Council's October 8 work session, apparently on October 15, 2024.

For that reason, they were not considered by the Metro Council, the Metro Policy Advisory Committee, Metro Technical Advisory Committee, the Joint Policy Advisory Committee on Transportation, the Committee on Racial Equity, or presumably the Chief Operating Officer, before they endorsed the entirety of the proposed Sherwood UGB expansion based on the Concept Plan.

It is not possible to make a decision on the merits of a proposed UGB without ever discussing or considering the alternatives.

And of course, they were not available for public comment before the public hearing on September 28.

This defect is attributable to the erroneous decision that the Metro Council would be only a passive reviewer of UGB expansion proposals offered by cities, rather than exercising their leadership responsibility to affirmatively consider alternative locations and ways of meeting the regional needs outlined in the July 9, 2024 draft UGR:

> ***Urban Growth Management Functional Plan***
> ***3.07.1425 Legislative Amendment to the UGB - Criteria***
>
> *(a) This section sets forth the factors and criteria for amendment of the UGB from state law and the Regional Framework Plan. Compliance with this section shall constitute compliance with statewide planning Goal 14 (Urbanization) and the Regional Framework Plan.*
>
> *(c) If the Council determines there is a need to amend the UGB, the Council shall evaluate areas designated urban reserve for possible addition to the UGB and shall determine which areas better meet the need considering the following factors...*

In public meetings Metro Councilors and others were heard to remark they wish they had more than just the Sherwood West Concept Plan to consider. But it was their responsibility to consider these alternatives whether there was a local government application or not.

This appears to violate Statewide Planning Goal 1 Citizen Involvement, and Metro's public engagement principles which the Council adopted in April of this year.

Third, the analysis should be of *alternative lands* that could be found among the land in any of the urban reserves that would *satisfy the specific land needs* identified in the UGR, *viz*:

- 2,700 units of single-family housing
- 400 units of middle housing
- 135 acres of commercial land
- 2 sites of 50 or more acres that cannot be subdivided and are restricted to high tech use having with less than 10% slopes and the other characteristics listed in the UGR

How much land is needed for 2,700 single family homes, 400 middle housing units, 135 acres of commercial land and 2 sites of 50 acres or larger for high tech manufacturing?

For illustrative purpose and without conceding the accuracy of Sherwood's housing density numbers, here is what Sherwood itself has proposed in Table 4 of its concept plan:

Middle housing:	39 acres (cottage cluster included)
Single family:	268 acres (everything not multi or middle housing)

With regard to the high-tech manufacturing sites larger than 50 acres, the North District MEA refinement plan identifies two sites of (including substantial acreages of land under BPA high voltage transmission lines and/or containing various types of habitat) of 64.7 and 75.6 acres.

Here is the total of land required to meet these regional needs:

268 acres	single-family
39 acre	middle housing
135 acres	commercial
141.3 acres	large lot high tech industrial sites
583.3 acres	

Instead of finding other areas in other urban reserves that would be better locations to supply those needs, Appendix 7A compares entire Urban Reserve Areas to the entire Sherwood Urban Reserve Area and proposed uses in the Sherwood West Concept Plan.

Another basic error was that Metro did not consider how minor changes to infill and redevelopment in other parts of the region could accommodate the need, the alternative authorized in ORS 197.350(6)(b). Portland's adopted August 2024 Housing Production Strategy is an easy example of how the modest additional regional need in the UGR could be met and also for how Sherwood could increase the affordability of housing in its current city limits.

The West of Sherwood Farm Alliance showed that all of the region's need for housing and employment could be satisfied on the vacant land inside Sherwood's city limits with the Brookman Addition and the Tonquin Employment Area. (This analysis, previously submitted to Metro, is included in the materials submitted with this letter.)

The analysis of areas in Appendix 7A contains multiple legal errors, contradictions and unsupported conclusions. Here are examples:

3.07.1425(c (1) Efficient accommodation of identified land needs;

Metro is required by 3.07.1425(c) to analyze the relative merits and demerits of alternative sites and lands in urban reserve areas to determine which locations provide:

Metro concludes that adding 1,291 acres of farmland, forestland, wildlife habitat and low-density residential development over mostly hilly land in the Sherwood urban reserve is more efficient than any combination of additions of lands totaling 583.3 acres in other urban reserves to serve these needs. Yet a review of the parcel maps and other information about the urban reserves contradicts rather than supports that conclusion.

See also the argument and evidence related to alternative infill and redevelopment strategies to meet need.

3.07.1425(c)(2) Orderly and economic provision of public facilities and services;

Appendix O of Sherwood's UGB expansion proposal to Metro, the city's "Preliminary Infrastructure Funding Strategy." includes the memo "Sherwood West Concept Plan: Preliminary

Infrastructure Funding Strategy" dated February 13, 2024, prepared by the Leland Consulting Group. Page 2 includes this text and a table:

Catalyst Projects

Based on City priorities and existing infrastructure availability, it is anticipated that the North, West, and Southwest districts will develop first. Through public investment and private development, attention in these districts will help lay the foundation for the long-term evolution of Sherwood West. This analysis, therefore, takes a close look at the infrastructure that will help these areas serve as catalysts for subsequent development elsewhere in Sherwood West.

Table 1. Estimated Infrastructure Costs by District and Category

	Water		Sanitary Sewer		Storm		Parks		Transportation		Total District
	Costs	%	Costs	%	Costs	%	Costs	%	Costs	%	Costs
North	$10,745,000	8%	$18,162,500	13%	$10,932,500	8%	$23,428,890	17%	$72,850,000	54%	**$136,118,890**
Far West	$8,367,000	20%	$4,801,500	11%	$2,775,000	6%	$0	0%	$26,920,000	63%	**$42,863,500**
West/Southwest	$29,164,800	19%	$10,099,350	7%	$6,177,500	4%	$23,815,610	15%	$85,787,301	55%	**$155,044,561**

These “catalyst” project costs total is about $334 million. That is about $7 million per acre (partial costs) to meet a regional need on 583.3 acres (assuming for the sake of argument that Sherwood’s land need estimates are appropriate.)

For the purpose of this argument, and the preceding one, we incorporate by reference the infrastructure analysis prepared and filed by Ron Bunch.

Metro was obliged to compare the estimated cost for the Sherwood West Concept Plan development with the infrastructure costs for alternate lands and locations to serve the same regional needs.

This would have been consistent with the policy in ORS 197.012 “Compact urban development”:

> *In areas of the state that are growing rapidly, state agencies, as defined in ORS 171.133, cities and counties should, within constraints of applicable federal law and regulations, state law and rules and local ordinances:*
>
> *(1) Consider directing major public infrastructure investments, including major transportation investments, to reinforce compact urban development; and*
>
> *(2) Consider giving priority to investments that promote infill or redevelopment of existing urban areas to encourage the density necessary to support alternative modes of transportation.*

Last spring, the West of Sherwood Farm Alliance submitted testimony to Metro staff and MPAC showing that Metro expanded the UGB in 2017 to include an 82-acre site for Sherwood’s new $250,000,000 high school based on the Sherwood School District’s projected increases in enrollment, but those increases did not materialize. Instead, enrolment is forecasted to begin falling in 2027. This shows the very high cost to taxpayers of poorly justified UGB expansions.

(3) Comparative environmental, energy, economic and social consequences;

To address this factor, Metro should have explained why supporting high-cost housing development plus jobs and commercial development at the edge of the UGB would satisfy its own and LCDC's climate change policy and strategy, considering how it would increase automobile commuting to jobs in Sherwood with resultant production in climate-changing pollutants, impacts on Chicken Creek and other wildlife habitat, and what effect it might have in worsening economic, racial and ethnic geographic segregation which Metro has quantified and reported on its own website.

Any argument that locating additional jobs at the edge of the region will help achieve a better jobs-housing balance and therefore reduce environmental impacts from commuting is contradicted by evidence we have submitted based on Census data of the absence of any correlation between a balance of jobs and housing and commute lengths. The explanation is simple - working people change jobs every few years and for the most part do not move to be closer to their new jobs, especially given that many households have two members who are working.

(*See also* the discussion below on differential race, ethnicity and class equity impacts which is relevant to this factor.)

(4) Compatibility of proposed urban uses with nearby agricultural and forest activities occurring on land outside the UGB designated for agriculture or forestry pursuant to a statewide planning goal.

Metro did not identify the nature of conflicts and compatibility of commercial agriculture in the vicinity of Sherwood with the proposed development in the Concept Plan and compare them other sites in other urban reserves. Maps of those areas show areas without any existing agriculture or forestry because they are rural residential areas, and areas buffered by rural residential areas.

Road widenings required for the development of Sherwood West UGB expansion would generate additional adverse impacts on adjoining farmland of the type documented in "Effect of Widening the Urban Linke Segment of Roy Rogers Road on Farm Practices and Cost," from Washington County, dated June 24, 2016 (in the submitted materials.)

(5) Equitable and efficient distribution of housing and employment opportunities throughout the region;

Concentrating new housing and jobs at very edge of the region in a very expensive housing market (discussed elsewhere in this letter and supporting documents and written testimony from Housing Land Advocates) cannot represent an equitable and efficient distribution of housing and employment opportunities, as simple logic dictates and was shown by the testimony of the Metro Committee on Racial Equity.

(6) Contribution to the purposes of Centers and Corridors;

The proximity to centers and corridors criteria in 3.07.1425(c)(6) are applied in a way that excludes some Urban Reserve areas, despite their greater proximity to a corridor than Sherwood West, because those corridors are already partially developed with low density uses. But that is the same situation as in Sherwood. All Metro centers and corridors have existing development.

In fact that is a major reason why they were given their designation in the first place. This means infill and redevelopment is a primary strategy for development in centers and corridors.

(7) Protection of farmland that is most important for the continuation of commercial agriculture in the region;

Regarding the evaluation of alternatives from the perspective of the regional importance of the farmland, the analysis is based up on an incorrect legal interpretation - that Metro is not required to consider the relative quality of farmland within urban reserves because the urban reserve designation already determined these lands were not regionally important.

That is contradicted by the plain language in code:

3.07.1425.(c) *If the Council determines there is a need to amend the UGB, the Council shall evaluate areas designated urban reserve for possible addition to the UGB and shall determine which areas better meet the need considering the following factors:*

(7) Protection of farmland that is most important for the continuation of commercial agriculture in the region;

If the urban reserve designation settled that question, why did Metro include factor (c)(7)? West of Sherwood Farm Alliance has provided testimony that lands in the expansion area are highly productive, growing crops that cannot be grown in other places in the US. In addition, the loss of these lands reduces the land base needed to sustain the economic base and services required to maintain a farm economy.

Nor did the Metro analysis consider that there are certainly alternate lands that are not in agriculture and forestry production at all, which is evident in the maps contained in Appendix 7A.

(8) Avoidance of conflict with regionally significant fish and wildlife habitat; and

There are many alternate sites among the urban reserves that have less important regionally significant fish and wildlife habitat than the riparian and upland areas of Chicken Creek, the major tributary to a nationally recognized wildlife habitat, the Tualatin River National Wildlife Refuge. A review of the maps and narratives in Appendix 7A shows the obvious, that there are other lands not near a National Wildlife Refuge or a critical tributary to a refuge.

In support of this argument, please review the US Fish and Wildlife Service, Tualatin River National Wildlife Refuge *Comprehensive Conservation Plan* and other background information we submitted on Chicken Creek. We also adopt by reference the arguments, testimony and evidence submitted by Tualatin River Keepers.

(9) Clear transition between urban and rural lands, using natural and built features to mark the transition.

The Concept Plan UGB expansion area will be divided from the rest of Sherwood by State Highway 99West and the ravines and riparian areas of Chicken Creek. In fact Sherwood proposes building a very expensive pedestrian overpass in order for pedestrians to cross the highway. These facts cannot be reconciled with a conclusion that this expansion area provides the requisite clear transition.

The defects in the alternative sites analysis demonstrate similar violations of Statewide Planning Goals:

Goal 1 Citizen Involvement
Goal 2 Land Use Planning
Goal 3 Agricultural Lands
Goal 4 Forest Lands
Goal 5 Natural Resources, Scenic and Historic Areas, and Open Spaces
Goal 11 Public Facilities and Services
Goal 12 Transportation
Goal 13 Energy Conservation
Goal 14 Urbanization

Violation of Policies Favoring Compact and Efficient Urban Development

Metro did not attempt to reconcile its endorsement of the West of Sherwood UGB expansion, a low-density development pattern at the outermost edge of the regional UGB. with the compact urban development policies in Goal 14 and its guidelines and its own code and policies:

Goal 14: Urbanization

Goal: To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

Boundary Location The location of the urban growth boundary and changes to the boundary shall be determined by evaluating alternative boundary locations consistent with ORS 197A.320 or, for the Metropolitan Service District, ORS 197.298, and with consideration of the following factors: (1) Efficient accommodation of identified land needs; 2) Orderly and economic provision of public facilities and services; (3) Comparative environmental, energy, economic and social consequences; and (4) Compatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB.

Metro Regional Framework Plan

Chapter 1 Land Use

1.1 Compact Urban Form

It is the policy of the Metro Council to:

1.1.1. Ensure and maintain a compact urban form within the UGB.
1.1.2 Adopt and implement a strategy of investments and incentives to use land within the UGB more efficiently and to create a compact urban form.
1.1.3 Facilitate infill and re-development, particularly within Centers, Corridors, Station Communities, Main Streets and Employment Areas, to use land and urban services efficiently, to support public transit, to promote successful, walkable communities and to create equitable and vibrant communities.

1.1.8 Promote a compact urban form as a key climate action strategy to reduce greenhouse gas emissions.

Needed Housing

Metro's housing need analysis is limited to the adequacy of the supply of land for housing by density/type and does not address the needs of households of moderate and lower incomes that are central to the Oregon Housing Needs Assessment.

Metro's UGR states that 2019 legislation required it to determine the number of homes representing "existing" ("backlogged") housing needs, as part of its overall land need analysis.

Metro is justifying the acreage of its housing land need by selectively using parts of the 2019 legislation – calculating existing need - while ignoring other, very important parts – the affordability of the existing needed housing.

Goal 10, the Goal 10 Administrative Rules, the Metro Regional Framework Plan and Urban Growth Management Functional Plan require a consideration of the *affordability* of the housing, that is, housing need beyond density/type:

Statewide Planning Goal 10 OAR 660-015-0000(10)

To provide for the housing needs of citizens of the state. Buildable lands for residential use shall be inventoried and plans shall encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density.

. . . .

Needed Housing Units -- means housing types determined to meet the need shown for housing within an urban growth boundary at particular price ranges and rent levels. On and after the beginning of the first periodic review of a local government's acknowledged comprehensive plan, "needed housing units" also includes government-assisted housing. For cities having populations larger than 2,500 people and counties having populations larger than 15,000 people, "needed housing units" also includes (but is not limited to) attached and detached single-family housing, multiple-family housing, and manufactured homes, whether occupied by owners or renters.

GUIDELINES A. PLANNING 1. In addition to inventories of buildable lands, housing elements of a comprehensive plan should, at a minimum, include: (1) a comparison of the distribution of the existing population by income with the distribution of available housing units by cost;

Metro Urban Growth Management Functional Plan

3.07.1110 Planning for Areas Designated Urban Reserve

(a) The county responsible for land use planning for an urban reserve and any city likely to provide governance or an urban service for the area, shall, in conjunction with Metro and appropriate service districts, develop a concept plan for the urban reserve prior to its addition to the UGB pursuant to sections 3.07.1420, 3.07.1430 or 3.07.1435 of this chapter. The date for completion of a concept plan and the area of urban reserves to be planned will be jointly determined by Metro and the county and city or cities.

(b) A local government, in creating a concept plan to comply with this section, shall consider actions necessary to achieve the following outcomes:

(1) If the plan proposes a mix of residential and employment uses:

(C) A range of housing of different types, tenure and prices addressing the housing needs in the prospective UGB expansion area in the context of the housing needs of the governing city, the county, and the region if data on regional housing needs are available, in order to help create economically and socially vital and complete neighborhoods and cities and avoiding the concentration of poverty and the isolation of families and people of modest means;

Metro Regional Framework Plan

1.3 Housing Choices and Opportunities

It is the policy of the Metro Council to:

LCDC's "Housing Program" includes this statement and statutory references which we could reference as a starting point:

1.3.1. Provide housing choices in the region, including single family, multi-family, ownership and rental housing, and housing offered by the private, public and nonprofit sectors, paying special attention to those households with fewest housing choices.

1.3.2. As part of the effort to provide housing choices, encourage local governments to ensure that their land use regulations: a. Allow a diverse range of housing types; b. Make housing choices available to households of all income levels; and c. Allow affordable housing, particularly in Centers and Corridors and other areas well-served with public services and frequent transit service.

1.3.3. Reduce the percentage of the region's households that are cost-burdened, meaning those households paying more than 50 percent of their incomes on housing and transportation.

Metro's Code and policy documents refer to "housing needs" and "needed housing which should conform to statutory definitions of "needed housing":

ORS 197A.018 Definition of "needed housing."

(1) As used in ORS chapter 197A, and except as provided in subsection (2) of this section:

(a) "Needed housing" means housing by affordability level, as described in ORS 184.453 (4), type, characteristics and location that is necessary to accommodate the city's allocated housing need over the 20-year planning period in effect when the city's housing capacity is determined.

(b) "Needed housing" includes the following housing types:

(A) Detached single-family housing, middle housing types as described in ORS 197A.420 and multifamily housing that is owned or rented;

(B) Government assisted housing;

(C) Mobile home or manufactured dwelling parks as provided in ORS 197.475 to 197.493;

(D) Manufactured homes on individual lots planned and zoned for single-family residential use that are in addition to lots within designated manufactured dwelling subdivisions;
(E) Housing for agricultural workers;
(F) Housing for individuals with a variety of disabilities, related to mobility or communications that require accessibility features;
(G) Housing for older persons, as defined in ORS 659A.421;
(H) Housing for college or university students, if relevant to the region; and
(I) Single room occupancies as defined in ORS 197A.430.

ORS 197A.348 Definition of "needed housing."

(1) As used in ORS 197A.350 and this section, "needed housing" means all housing on land zoned for residential use or mixed residential and commercial use that is determined to meet the need shown for housing within an urban growth boundary at price ranges and rent levels that are affordable to households within the county with a variety of incomes, including but not limited to households with low incomes, very low incomes and extremely low incomes, as those terms are defined by the United States Department of Housing and Urban Development under 42 U.S.C. 1437a. "Needed housing" includes the following housing types:
(a) Attached and detached single-family housing, middle housing types as described in ORS 197A.420 and multiple family housing for both owner and renter occupancy;
(b) Government assisted housing;
(c) Mobile home or manufactured dwelling parks as provided in ORS 197.475 to 197.493;
(d) Manufactured homes on individual lots planned and zoned for single-family residential use that are in addition to lots within designated manufactured dwelling subdivisions;
(e) Agriculture workforce housing; and
(f) Single room occupancies as defined in ORS 197A.430.

ORS 197A.350 Determination of housing capacity and accommodation of needed housing by Metro.

(1) This section applies only to Metro.
(2)(a) Metro shall demonstrate that its regional framework plan provides sufficient buildable lands within the urban growth boundary established pursuant to statewide planning goals to accommodate estimated housing needs for 20 years:
. . . .
(3) In performing the duties under subsection (2) of this section, Metro shall:
(a) Inventory the supply of buildable lands within the urban growth boundary and determine the housing capacity of the buildable lands; and
(b) Conduct an analysis of existing and projected housing need by type and density range, in accordance with all factors under ORS 197A.348 and statewide planning goals and rules relating to housing, to determine the number of units and amount of land needed for each needed housing type for the next 20 years.

. . . .

(6) If the housing need determined pursuant to subsection (3)(b) of this section is greater than the housing capacity determined pursuant to subsection (3)(a) of this section, Metro shall take one or both of the following actions to accommodate the additional housing need:
(a) Amend its urban growth boundary to include sufficient buildable lands to accommodate housing needs for the next 20 years. . . .

(b) Amend its regional framework plan, functional plan or land use regulations to include new measures that demonstrably increase the likelihood etc.....

(7) Using the housing need analysis conducted under subsection (3)(b) of this section, Metro shall determine the overall average density and overall mix of housing types at which residential development of needed housing types must occur in order to meet housing needs over the next 20 years. If that density is greater than the actual density of development determined under subsection (5)(a)(A) of this section, or if that mix is different from the actual mix of housing types determined under subsection (5)(a)(A) of this section, Metro, as part of its periodic review, shall adopt measures that demonstrably increase the likelihood that residential development will occur at the housing types and density and at the mix of housing types required to meet housing needs over the next 20 years.

. . . .

(9) In establishing that actions and measures adopted under subsections (6) and (7) of this section demonstrably increase the likelihood of higher density residential development, Metro shall at a minimum ensure that land zoned for needed housing is in locations appropriate for the housing types identified under subsection (3) of this section, is zoned at density ranges that are likely to be achieved by the housing market using the analysis in subsection (3) of this section and is in areas where sufficient urban services are planned to enable the higher density development to occur over the 20-year period. Actions or measures, or both, may include those actions listed in ORS 197A.100 (3). [Formerly 197.296]

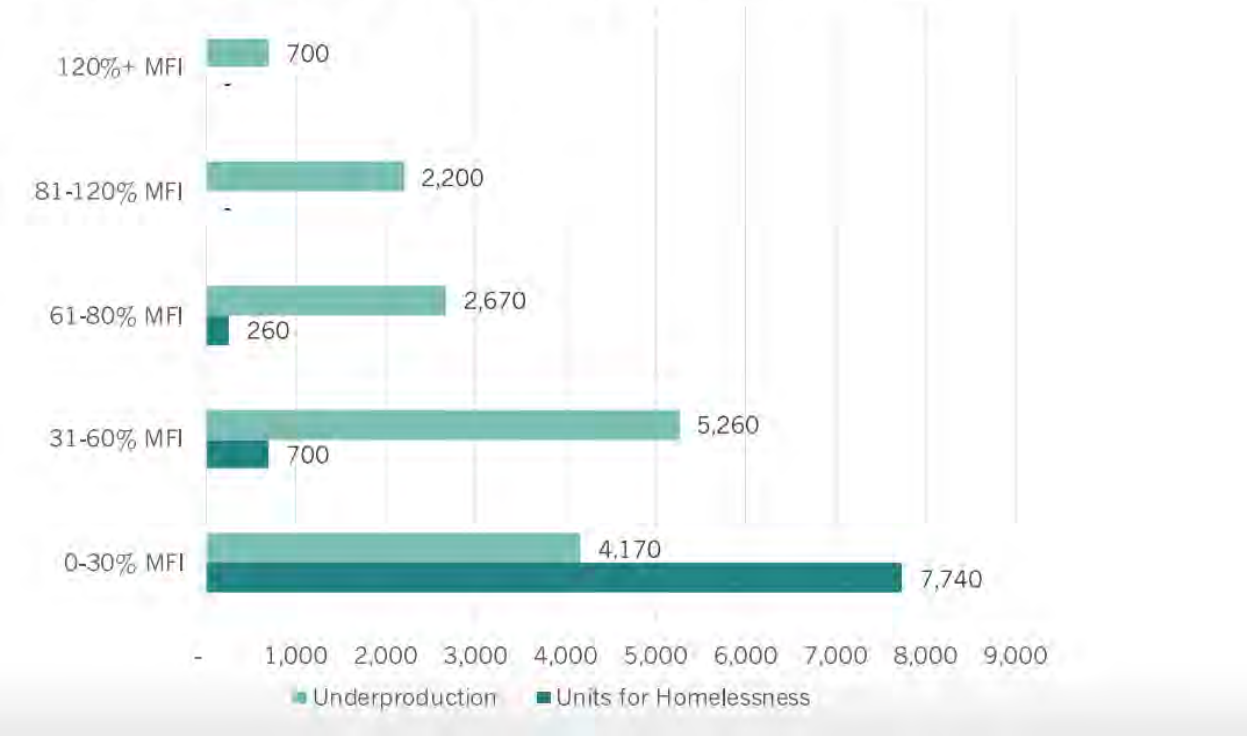
The data we have submitted shows that homes and rents in Sherwood are among the highest in the region and are not affordable to (most or all) households at or below the regional median family/household income. That gap is noted in Sherwood's own 2017 and 2019 housing needs analyses and in the "Attractive and Attainable Housing Draft Background Report" of July 15, 2020.

The high System Development Costs Sherwood will need to charge home developers to cover infrastructure costs will be passed along to home buyers and further decrease affordability, an impact documented in the *Oregon System Development Charges Study: Why they Matter and How they Affect Housing* December 2022.

All new housing in UGB expansion areas in Washington County is unaffordable. (See "Housing Affordability and Development in Hillsboro, OR", Diego Murphy-Mendez Spring 2024.) That is not surprising given the combination of high market demand, high construction costs and high SDCs. Given the information in the record about high housing costs in Sherwood, how do those costs relate to the region's housing needs as measured against the region's income?

The "existing housing need" is quantified in UGR Appendix 8A:

Figure 2. Metro Existing Housing Need by Income Level (Rounded)



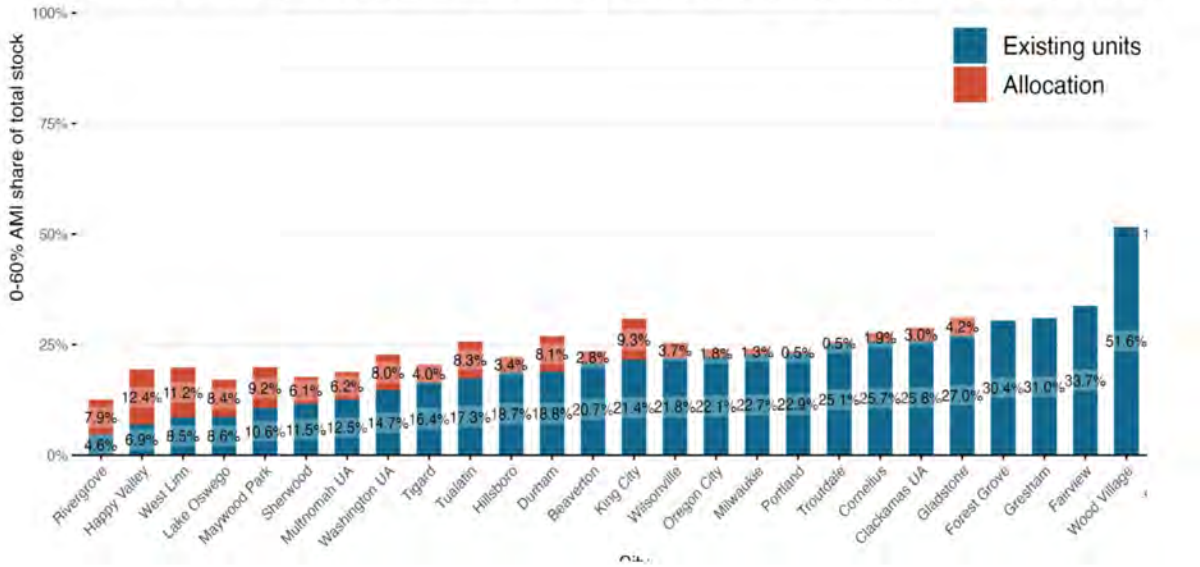
The Oregon Department of Administrative Services "Oregon Housing Needs Analysis: Interim Methodology" July 2024 which includes this determination of housing needs in the Portland metro region:

Figure 18. Metro Region 20-Year Needed Housing Units by Income Level and Component

Income Level	Current Need		Future Need			Total Need
	Underproduction	Units for Homelessness	Second & Vacation Homes	Demographic Units	Pop. Growth Units	
0-30%	4,274	9,806	-	6,569	11,837	32,486
31-60%	5,391	881	-	8,893	16,025	31,190
61-80%	2,738	331	-	6,221	11,210	20,499
81-120%	2,254	-	2,297	10,879	19,605	35,035
120%+	703	-	1,107	24,193	43,597	69,600
Metro	15,360	11,018	3,404	56,754	102,273	188,810

The DAS report also showed what Sherwood's proportional share of housing for incomes at or below 60% median family income:

Figure 13. Distribution of Units Affordable at Less Than 60% AMI by City– Current vs After Target Met



The Concept Plan does not address or include any measures showing or assuring that market prices for ownership and rents will meet needs identified in its own Housing Needs Analysis, the draft Urban Growth Report or the Department of Administrative Services draft regional housing needs report for very low income, low income and moderate income households or other forms of "needed housing," including farmworker housing, subsidized rent-restricted public, private and nonprofit housing, or manufactured homes and manufactured home parks.

There is nothing in the materials presented by Sherwood that would support a conclusion that the market rate housing built there would address any of the existing housing need for less than 81% MFI and perhaps very much of the need for families at 81% to 120% of MFI. WoSFA and perhaps others, will be submitting evidence that market housing in Sherwood will not address those needs.

According to Metro's most recent report on the regional affordable housing bond measure there is no affordable housing project that has been built nor any application to build one using the regional bond measure, in the city of Sherwood.

In support of its decision, Sherwood and Metro rely, in part, on Sherwood's 2019 Housing Needs Assessment (HNA.)

That HNA relies on data that is so outdated as to be an inappropriate basis for Metro's decision making. For example, here are key findings presented on page 25:

• The median contract rent in Sherwood in the 2009-2013 period was $1,064, compared to Washington County's average of $852.

• Average rent in the Tigard/Tualatin/Sherwood area submarket was $1.13 per square foot in Fall 2014, lower than the regional average of $1.22 per square foot. Between Spring 2010 and Spring 2013, average rent in Tigard/Tualatin/Sherwood area increased by 38%, consistent with the regional increase of 36%.

• Thirty-eight percent of Sherwood's households were cost burdened (i.e., paid more than 30% of their income on rent or homeownership costs) in the 2009-2013 period.24 This is consistent with the state averages.

Metro also relied on an EcoNorthwest analysis, Appendix 8A, that in turn relied on household "headship" data from the 2000 US Census.

Data about housing costs this old is not "an adequate factual basis", and may conflict with the statute requiring Metro to use data from the period *after* the last period review in determining whether various housing mixes and densities will be achieved.

Uncoordinated, inconsistent and contradictory factual assumptions and plan policies about regional needs for housing and jobs.

Metro has failed to consider the adopted buildable land inventories and housing production strategies adopted by cities in the region, in determining whether the identified need for more housing could be met through the already approved or drafted Housing Production Strategies, copies of which we are submitting with this memo.

Consider Portland's "Residential Buildable Lands Inventory:Methodology and Summary Results" Ordinance 191547, December 2023.

Here are the results of Portland's Buildable Land Inventory:

Net Residential Development Capacity

The results of the Buildable Lands Inventory show an estimated capacity for an additional 236,977 housing units in the City of Portland.

Table 8. Residential Capacity by District

District	Capacity (Dwelling Units)
Central City	67,052
East	38,527
North	22,621
Northeast	27,400
Southeast	47,785
West	33,593
Total	**236,977**

Source: BPS analysis

Whether or not Metro reconciles its own and the DAS calculations of needed housing for the region, (!88,810)units, with this analysis showing a single city has the capacity to meet the need for the entire region, is unknown, because the conflicting sources of data and proposal for production were not considered.

In addition, Metro should have considered the basis for, and the acreage of, additional residential and employment lands in the North Plains UGB expansion and Governor Kotek's designation of UGB expansion lands near Hillsboro for high tech manufacturing under SB 4.

The North Plains UGB expansion analysis and ordinance from 2023, its Economic Opportunity Analysis from May 2022 and Governor Kotek's recent draft SB 4 determination calling for 373 acres of flat Washington County farmland to be added to the UGB near Hillsboro, are provided for Metro's consideration (although we are confident these events and information are already well known to the Metro Council, Metro Council President and Metro staff.)

This failure to consider the inconsistent and contradictory facts and plans means Metro's decision does not have the adequate factual base required by Goal 2 and violates multiple coordination requirements in statute and administrative rules, as interpreted by LUBA.

The supporting materials for this argument also support the argument set out above regarding the inadequacy of Metro's October 2024 alternatives analysis.

There are several legal authorities imposing a mandatory duty on Metro to consider, reconcile and coordinate these conflicting sets of data and government actions.

0000(2):

Goal To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions. City, county, state and federal agency and special district plans and actions related to land use shall be consistent with the comprehensive plans of cities and counties and regional plans adopted under ORS Chapter 268.

. . . . Each plan and related implementation measure shall be coordinated with the plans of affected governmental units.

And see *1000 Friends of Oregon v. City of North Plains*, 27 Or LUBA 372 (1994); *City of Portland v. Washington County,* 27 Or LUBA 176 (1994) LUBA headnote:

Other housing coordination requirements are found in OAR Interpretation of Goal 10, the Metropolitan Housing Rule **660-007-0050**

Regional Coordination

(1) At each periodic review of the Metro UGB, Metro shall review the findings for the UGB. They shall determine whether the buildable land within the UGB satisfies housing needs by type and density for the region's long-range population and housing projections.
(2) Metro shall ensure that needed housing is provided for on a regional basis through coordinated comprehensive plans.

Regional coordination is a requirements of the OAR interpreting Goal 10 "Housing," 660-008-0000:
Purpose

OAR 660-008-0030
Regional Coordination
(1) Each local government shall consider the needs of the relevant region in arriving at a fair allocation of housing types and densities.
(2) The local coordination body shall be responsible for ensuring that the regional housing impacts of restrictive or expansive local government programs are considered. The local

coordination body shall ensure that needed housing is provided for on a regional basis through coordinated comprehensive plans.

Consider the statute authorizing and shaping metropolitan service districts, including Metro, which includes a duty of plan coordination:

Metropolitan Service Districts ORS 268.380 Land-use planning goals and activities; coordination; review of local plans. (1) A district may:

(a) Adopt land-use planning goals and objectives for the district consistent with goals adopted under ORS chapters 195, 196, 197 and 197A;
(b) Review the comprehensive plans in effect on January 1, 1979, or subsequently adopted by the cities and counties within the district and recommend that cities and counties, as the district considers necessary, make changes in any plan to ensure that the plan conforms to the district's metropolitan area goals and objectives and the statewide goals;
(c) Coordinate the land-use planning activities of that portion of the cities and counties within the district; and
(d) Coordinate its activities and the related activities of the cities and counties within the district with the land-use planning development activities of the federal government, other local governmental bodies situated within this state or within any other state and any agency of this state or another state.

Recent legislation requires Metro to develop a regional housing coordination strategy. I have not determined when this strategy is required to be adopted or what its status is today, but if it has been adopted or is in process, Metro is should be directly addressing this coordination requirement:

ORS 197A.365
(1) Metro shall develop and adopt a housing coordination strategy under this section no later than one year after the deadline for completing a housing capacity determination under ORS 197A.350.
. . . .

(3) A housing coordination strategy must include a list of actions, including the adoption of measures and policies or coordinating actions among local governments and other entities within a region, that the regional entity shall undertake to promote:
(a) The development of needed housing;
(b) The development and maintenance of housing that is of diverse housing types, high-quality, physically accessible and affordable;
(c) Housing with access to economic opportunities, services and amenities; and
(d) Actions that affirmatively further fair housing as defined in ORS 197A.100.
(4) Actions constituting a housing coordination strategy may include:
(a) The identification or coordination of resources that support the production of needed housing, including funding, staff capacity or technical support at the regional or state level;
(b) The identification of local or regional impediments to developing needed housing, including financial, regulatory or capacity-related constraints;
(c) Regional strategies that coordinate production of needed housing between local governments within a region and that are developed in consultation with impacted local governments;

Coordination between plans is an important part of Goal 2, "Land Use Planning" OAR 660-015-

North District Mixed Employment Area

The COO recommendation and UGR concluded the region has a surplus of industrial land but justifies adding the land in the North District Mixed Employment Area (MEA) based on the regional need for 50-acre sites for high tech manufacturing. However, the Concept Plan and supporting documents plus testimony given during your proceedings, indicate that Sherwood intends to allow the land to be subdivided into small parcels in industrial and office parks, to serve a wide range of industrial and commercial uses in the MEA as it has in the Tonquin Employment Area. It is expressly opposed to establishing minimum parcel sizes for the ostensibly needed large lots, or to appropriately limiting potential uses.

It is not clear how this is consistent with the protection of 50-acre sites emphasized for concept plans in 3.07.1110(c)(3). (And that is because it is *inconsistent* with such protection.

The information submitted by the city's consultants, as supplemented by our evidence, shows that due to the limitations of Metro Title 13 and Title 6, existing slopes in parts of the MEA and, proposed roads, and the BPA high voltage transmission line, it will not be possible to assemble any 50-acre flat buildable parcels for high tech manufacturing.

We have provided this analysis as a series of excerpts from Sherwood's submission supplemented with Google Earth images and Google Earth generated acreage estimates.

The justification does not explain the inclusion of parcels that do not satisfy the specifications for large site industrial manufacturing cited by the UGR.

We have submitted materials about the sizes of sites and fab plant sizes and the 2022 report on the Oregon semiconductor manufacturing industry to highlight the gap between what that industry seeks in sites and what will be offered in the MEA. The decision maker should also review the Kidder Mathews 2024 third quarter report on Portland industrial lands in our materials.

We note that the key map of regional sites for high tech manufacturing cannot be reconciled with the materials on the MEA submitted by Sherwood and other parties.

To show what kind of industrial and commercial development Sherwood intends for the MEA, we have submitted information about the type and amount of employment in the Tonquin Employment Area, added to the UGB almost 20 years ago, a portion of which is or will be within Sherwood.

These contradictions mean the decision to endorse the inclusion of the MEA lacks an adequate factual basis under Goal 2 and related LUBA and appellate decisions .

Compliance with Other Metro Policies on Climate Change and Equity

Metro's UGR and related materials did not address or reconcile its proposed decision with a number of its "desired outcomes" and "Compact Urban Form" in the Regional Framework Plan:

Introduction

State law provides that the Regional Framework Plan must comply with statewide land use planning goals. The Oregon Land Conservation and Development Commission acknowledged the Regional Framework Plan and its implementing ordinances on December 8, 2000.

Under the Metro Charter and state law, cities and counties within Metro's boundaries are required to comply and be consistent with Metro's adopted Urban Growth Management Functional Plans and the Regional Framework Plan. . . . .

Chapter 1 Land Use

It is the policy of the Metro Council to exercise its powers to achieve the following six outcomes, characteristics of a successful region:

1. People live, work and play in vibrant communities where their everyday needs are easily accessible.
2. Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
3. People have safe and reliable transportation choices that enhance their quality of life.
4. The region is a leader in minimizing contributions to global warming.
5. Current and future generations enjoy clean air, clean water and healthy ecosystems.
6. The benefits and burdens of growth and change are distributed equitably.

The vast differences between Sherwood, in terms of affluence, race and ethnicity, and many other parts of the Portland region are starkly revealed in the 2022-23 high school profiles we have submitted.

The image and information about the luxurious new Sherwood High School, which was built on the 82 acres Metro added to the UGB on the other side of Highway 99 West (also discussed in the next section) may be more convincing about the dis-equity of what Metro proposes, than the student enrollment statistics.

Another perspective on the question of equity is the US Equal Opportunity Commission's report on Diversity in High Tech, the industry which Metro specifically seeks to promote in Sherwood.

It does not advance equity to focus more public investment and more sources of tax revenue in one of the most advantaged parts of the region, while others become poorer and more diverse.

As noted briefly above, placing more jobs at the very edge of the region, in a community with minimal transit service compared with many more central parts of the region, will increase greenhouse gas emissions due to commuting. (*See* the table on this subject referenced previously.)

Metro's Coordinated forecast for jobs and housing and demonstrated forecasting error in its 2017 Sherwood High School site UGB expansion.

Metro's UGR decision and land needs analysis cannot be reconciled with its own conflicting 2019 regional growth allocation ordinance and with the failure of the high school enrollment forecasts that were the basis for 2017 Sherwood High School UGB expansion. The Metro ordinance approving the UGB expansion, the Hearings Officer's findings relying on the enrollment forecasts, and the 2015 and 2022 Sherwood School District enrollment forecasts are in the materials we have submitted.

Part of LCDC Goal 14 administrative rules address Metro's role in established a regionally coordinated forecast for population, jobs, and households:

OAR 660-032-0030

Metro Area Population Forecasts

(1) Metro, in coordination with local governments within its boundary, shall issue a coordinated population forecast for the entire area within its boundary, to be applied by Metro and local governments within the boundary as the basis for a change to a regional framework plan, comprehensive plan or land use regulation, when such change must be based on or requires the use of a population forecast.

(2) Metro shall allocate the forecast to the cities and portions of counties within the Metro boundary for land use planning purposes.

It is certainly possible that Metro has adopted a coordinated regional forecast since 2019 that we have been unable to find. If so, then this argument is not applicable. If not, Metro has to reconcile the data and conclusions in its UGR decision with the official 2019 regional coordinated forecast attached to Ordinance 19-1457.

Goal 1 and Ethics Standards

Councilor Gonzalez's public endorsement of the Sherwood West UGB expansion prior to the receipt of public comment, prior to the consideration of any alternatives, prior to the Metro Council's deliberation and direction regarding the draft UGR's population and employment forecasts or conditions of approval, and after prior private meetings with Sherwood West proponents and the receipt of substantial campaign contributions from businesses and persons with an interest in the expansion, violates the spirit of Goal 1 and Metro's own "Public Engagement Process" principles. For these reasons he should have recused himself from Metro Council's decisionmaking process.

The relevant Metro legal authorities and policies are:

Metro Code
CHAPTER 2.17 CODE OF ETHICS
2.17.010 Purpose and Policy

(b) In adopting this Chapter, the Metro Council intends:
(2) To require Metro officials to operate under high ethical standards;
(3) To require Metro officials to treat their offices and positions as a public trust whose powers and resources are to be used for the benefit of the public and not for any personal benefit;

Metro EXECUTIVE ORDER 66 (1997)

PURPOSE The purpose of this Executive Order is to provide a statement of ethical principles that shall serve as guideposts for Metro officials.

TRUST

The purpose of Metro is to serve the public. Metro officials should treat their office as a public trust.

1. Metro's powers and resources are used for the benefit of the public rather than any official's personal benefit.

2. Metro officials ensure public respect by avoiding even the appearance of impropriety.

3. Policymakers place long-term benefit to the public as a whole above all other considerations, including important individuals and special interests. The public interest includes protecting the rights of under-represented minorities.
….

6. Citizens have a fair and equal opportunity to express their views to Metro officials.

OBJECTIVITY

Metro decisions are based on the merits of the issues. Judgment is independent and objective.

1. Metro officials avoid financial conflict of interest and do not accept benefits from people wanting to affect decisions.

EXAMPLES AND EXPLANATORY STATEMENTS Past experience has shown that certain activities by Metro officials may create the appearance of ethical conflicts. This section of this Executive Order sets forth examples of questionable behavior that should be avoided where possible.

Avoid the appearance that the personal, political or social agenda of non-elected officials is a substitute for Metro's policy decision process. . . . Personal involvement with political or social activities by Metro officials is acceptable. However, all Metro officials should avoid taking actions on behalf of Metro that create the impression that their own personal agendas are guiding their official actions at Metro, rather than being subject to Metro's policymaking procedures.

Metro "Public Engagement Guide" adopted April 2024

Desired outcomes:

• People have accessible information and meaningful opportunities to participate in programs, services, or decision-making processes at Metro.

• Metro creates welcoming spaces that encourage civic leadership and connection through community-led activities and building capacity for ongoing engagement.

• The Metro Council makes decisions that are well-informed and responsive to the needs and perspectives of the diverse communities of greater Portland.

Metro's guiding principles for meaningful public engagement are:

1. Public participation is an essential part of Metro's decision-making.

2. Transparency about decision-making is fundamental to successful public service and includes communicating about project outcomes and the impact of community contributions to the process.

3. Meaningful public engagement processes apply equity, diversity and inclusion strategies and tools to help identify and address the needs of impacted, underserved, and historically excluded communities.

Statewide Planning Goal 1: CITIZEN INVOLVEMENT OAR 660-015-0000(1)

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Thank you for your full consideration of the matters raised above and in our supporting materials, as well as in the written and oral testimony of other highly concerned parties with expertise in this matter, including members of the West of Sherwood Farm Alliance.

Respectfully submitted,

Jeffrey L. Kleinman

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Attorney for West of Sherwood Farm Alliance

cc: Roger Alfred, Metro Counsel
clients

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Testimony on behalf of the West of Sherwood Farm Alliance
Before the Metro Council at its Hearing on the Draft Urban Growth Report, Ordinance and Urban Growth Boundary Decision

November 21, 2024

Council President Peterson, Metro Councilors, Metro staff and fellow community members, I am Jeff Kleinman. I am the attorney representing West of Sherwood Farm Alliance.

Alliance members have been observing and participating in Metro's urban growth report and urban growth boundary amendments since February of this year.

In their oral, online, electronic and paper testimony, they have been expressing and explaining their opposition to the proposed UGB expansion west of Sherwood.

For your final hearing, I am reiterating, clarifying and supplementing the Alliance's arguments and supporting information, in the form of a letter and a binder/binders of supporting evidence provided to your legal counsel/clerk/staff. I am also providing an electronic copy for your convenience and the convenience of your staff.

The concerns, issues and information the Alliance has presented previously and today identify many very specific problems with your legal analysis, gaps and contradictions in your factual foundations, and defects in the process used.

In the few minutes you allow for public testimony, it is not possible for to summarize them, let alone share them in any detail.

That is why it is so important for you to read the Alliance's letter and carefully review the supporting evidence.

We support and adopt as our own the critiques offered by other participants stating their opposition to this ill-founded proposal, including Housing Land Advocates, 1000 Friends of Oregon and Tualatin River Keepers.

Thank you for this opportunity to testify.

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In their oral, online, electronic and paper testimony, they have been expressing and explaining their opposition to the proposed UGB expansion west of Sherwood.

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Thank you for this opportunity to testify.

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November 21, 2024

Metro Council President Lynn Peterson
Metro Councilors
Metro Regional Center
600 NE Grand Avenue
Portland, Oregon 97232

Re: Metro Urban Growth Report and Urban Growth Boundary Decision

President Peterson and Councilors,

I represent the West of Sherwood Farm Alliance, whose members have been observing and participating in Metro's urban growth management decision process since early this year.

The revised version of the Urban Growth Report (UGR) and the associated Urban Growth Boundary (UGB) expansion to include the entirety of the urban reserve west of Sherwood and your reliance on the Sherwood West Concept Plan (Concept Plan) violate a wide spectrum of state laws and related administrative rules, Statewide Planning Goals 1, 2, 3, 4, 5, 10, 11, 12 and 14 and associated rules, provisions in Metro's Regional Framework Plan and the Urban Growth Management Functional Plan governing UGB amendments, and other Metro requirements establishing policy for racial equity, housing, public engagement, ethics, natural areas protection, industrial lands and other matters.

These violations are based both on errors and omissions in law and the inadequacy of the evidence on which your proposed decision rests. They are summarized below and supported by evidence separately submitted in notebooks along with this letter.

Alternative Sites Analysis

The analysis of alternative urban reserves in Appendix 7 (Goal 14 factors) and 7A (Urban Growth Management Functional Plan evaluation factors in 3.07.1425(c)), are 720 pages in length. They are defective for multiple reasons.

First, with the exception of one short document, the analyses were completed and published sometime after the Metro Council's October 8 work session, apparently on October 15, 2024.

For that reason, they were not considered by the Metro Council, the Metro Policy Advisory Committee, Metro Technical Advisory Committee, the Joint Policy Advisory Committee on Transportation, the Committee on Racial Equity, or presumably the Chief Operating Officer, before they endorsed the entirety of the proposed Sherwood UGB expansion based on the Concept Plan.

It is not possible to make a decision on the merits of a proposed UGB without ever discussing or considering the alternatives.

And of course, they were not available for public comment before the public hearing on September 28.

This defect is attributable to the erroneous decision that the Metro Council would be only a passive reviewer of UGB expansion proposals offered by cities, rather than exercising their leadership responsibility to affirmatively consider alternative locations and ways of meeting the regional needs outlined in the July 9, 2024 draft UGR:

> ***Urban Growth Management Functional Plan***
> ***3.07.1425 Legislative Amendment to the UGB - Criteria***
>
> *(a) This section sets forth the factors and criteria for amendment of the UGB from state law and the Regional Framework Plan. Compliance with this section shall constitute compliance with statewide planning Goal 14 (Urbanization) and the Regional Framework Plan.*
>
> *(c) If the Council determines there is a need to amend the UGB, the Council shall evaluate areas designated urban reserve for possible addition to the UGB and shall determine which areas better meet the need considering the following factors...*

In public meetings Metro Councilors and others were heard to remark they wish they had more than just the Sherwood West Concept Plan to consider. But it was their responsibility to consider these alternatives whether there was a local government application or not.

This appears to violate Statewide Planning Goal 1 Citizen Involvement, and Metro's public engagement principles which the Council adopted in April of this year.

Third, the analysis should be of *alternative lands* that could be found among the land in any of the urban reserves that would *satisfy the specific land needs* identified in the UGR, *viz*:

- 2,700 units of single-family housing
- 400 units of middle housing
- 135 acres of commercial land
- 2 sites of 50 or more acres that cannot be subdivided and are restricted to high tech use having with less than 10% slopes and the other characteristics listed in the UGR

How much land is needed for 2,700 single family homes, 400 middle housing units, 135 acres of commercial land and 2 sites of 50 acres or larger for high tech manufacturing?

For illustrative purpose and without conceding the accuracy of Sherwood's housing density numbers, here is what Sherwood itself has proposed in Table 4 of its concept plan:

Middle housing:	39 acres (cottage cluster included)
Single family:	268 acres (everything not multi or middle housing)

With regard to the high-tech manufacturing sites larger than 50 acres, the North District MEA refinement plan identifies two sites of (including substantial acreages of land under BPA high voltage transmission lines and/or containing various types of habitat) of 64.7 and 75.6 acres.

Here is the total of land required to meet these regional needs:

268 acres	single-family
39 acre	middle housing
135 acres	commercial
141.3 acres	large lot high tech industrial sites
583.3 acres	

Instead of finding other areas in other urban reserves that would be better locations to supply those needs, Appendix 7A compares entire Urban Reserve Areas to the entire Sherwood Urban Reserve Area and proposed uses in the Sherwood West Concept Plan.

Another basic error was that Metro did not consider how minor changes to infill and redevelopment in other parts of the region could accommodate the need, the alternative authorized in ORS 197.350(6)(b). Portland's adopted August 2024 Housing Production Strategy is an easy example of how the modest additional regional need in the UGR could be met and also for how Sherwood could increase the affordability of housing in its current city limits.

The West of Sherwood Farm Alliance showed that all of the region's need for housing and employment could be satisfied on the vacant land inside Sherwood's city limits with the Brookman Addition and the Tonquin Employment Area. (This analysis, previously submitted to Metro, is included in the materials submitted with this letter.)

The analysis of areas in Appendix 7A contains multiple legal errors, contradictions and unsupported conclusions. Here are examples:

3.07.1425(c (1) Efficient accommodation of identified land needs;

Metro is required by 3.07.1425(c) to analyze the relative merits and demerits of alternative sites and lands in urban reserve areas to determine which locations provide:

Metro concludes that adding 1,291 acres of farmland, forestland, wildlife habitat and low-density residential development over mostly hilly land in the Sherwood urban reserve is more efficient than any combination of additions of lands totaling 583.3 acres in other urban reserves to serve these needs. Yet a review of the parcel maps and other information about the urban reserves contradicts rather than supports that conclusion.

See also the argument and evidence related to alternative infill and redevelopment strategies to meet need.

3.07.1425(c)(2) Orderly and economic provision of public facilities and services;

Appendix O of Sherwood's UGB expansion proposal to Metro, the city's "Preliminary Infrastructure Funding Strategy." includes the memo "Sherwood West Concept Plan: Preliminary

Infrastructure Funding Strategy" dated February 13, 2024, prepared by the Leland Consulting Group. Page 2 includes this text and a table:

Catalyst Projects

Based on City priorities and existing infrastructure availability, it is anticipated that the North, West, and Southwest districts will develop first. Through public investment and private development, attention in these districts will help lay the foundation for the long-term evolution of Sherwood West. This analysis, therefore, takes a close look at the infrastructure that will help these areas serve as catalysts for subsequent development elsewhere in Sherwood West.

Table 1. Estimated Infrastructure Costs by District and Category

	Water		Sanitary Sewer		Storm		Parks		Transportation		Total District
	Costs	%	Costs	%	Costs	%	Costs	%	Costs	%	Costs
North	$10,745,000	8%	$18,162,500	13%	$10,932,500	8%	$23,428,890	17%	$72,850,000	54%	**$136,118,890**
Far West	$8,367,000	20%	$4,801,500	11%	$2,775,000	6%	$0	0%	$26,920,000	63%	**$42,863,500**
West/Southwest	$29,164,800	19%	$10,099,350	7%	$6,177,500	4%	$23,815,610	15%	$85,787,301	55%	**$155,044,561**

These "catalyst" project costs total is about $334 million. That is about $7 million per acre (partial costs) to meet a regional need on 583.3 acres (assuming for the sake of argument that Sherwood's land need estimates are appropriate.)

For the purpose of this argument, and the preceding one, we incorporate by reference the infrastructure analysis prepared and filed by Ron Bunch.

Metro was obliged to compare the estimated cost for the Sherwood West Concept Plan development with the infrastructure costs for alternate lands and locations to serve the same regional needs.

This would have been consistent with the policy in ORS 197.012 "Compact urban development":

> *In areas of the state that are growing rapidly, state agencies, as defined in ORS 171.133, cities and counties should, within constraints of applicable federal law and regulations, state law and rules and local ordinances:*
>
> *(1) Consider directing major public infrastructure investments, including major transportation investments, to reinforce compact urban development; and*
>
> *(2) Consider giving priority to investments that promote infill or redevelopment of existing urban areas to encourage the density necessary to support alternative modes of transportation.*

Last spring, the West of Sherwood Farm Alliance submitted testimony to Metro staff and MPAC showing that Metro expanded the UGB in 2017 to include an 82-acre site for Sherwood's new $250,000,000 high school based on the Sherwood School District's projected increases in enrollment, but those increases did not materialize. Instead, enrolment is forecasted to begin falling in 2027. This shows the very high cost to taxpayers of poorly justified UGB expansions.

(3) Comparative environmental, energy, economic and social consequences;

To address this factor, Metro should have explained why supporting high-cost housing development plus jobs and commercial development at the edge of the UGB would satisfy its own and LCDC's climate change policy and strategy, considering how it would increase automobile commuting to jobs in Sherwood with resultant production in climate-changing pollutants, impacts on Chicken Creek and other wildlife habitat, and what effect it might have in worsening economic, racial and ethnic geographic segregation which Metro has quantified and reported on its own website.

Any argument that locating additional jobs at the edge of the region will help achieve a better jobs-housing balance and therefore reduce environmental impacts from commuting is contradicted by evidence we have submitted based on Census data of the absence of any correlation between a balance of jobs and housing and commute lengths. The explanation is simple - working people change jobs every few years and for the most part do not move to be closer to their new jobs, especially given that many households have two members who are working.

(*See also* the discussion below on differential race, ethnicity and class equity impacts which is relevant to this factor.)

(4) Compatibility of proposed urban uses with nearby agricultural and forest activities occurring on land outside the UGB designated for agriculture or forestry pursuant to a statewide planning goal.

Metro did not identify the nature of conflicts and compatibility of commercial agriculture in the vicinity of Sherwood with the proposed development in the Concept Plan and compare them other sites in other urban reserves. Maps of those areas show areas without any existing agriculture or forestry because they are rural residential areas, and areas buffered by rural residential areas.

Road widenings required for the development of Sherwood West UGB expansion would generate additional adverse impacts on adjoining farmland of the type documented in "Effect of Widening the Urban Linke Segment of Roy Rogers Road on Farm Practices and Cost," from Washington County, dated June 24, 2016 (in the submitted materials.)

(5) Equitable and efficient distribution of housing and employment opportunities throughout the region;

Concentrating new housing and jobs at very edge of the region in a very expensive housing market (discussed elsewhere in this letter and supporting documents and written testimony from Housing Land Advocates) cannot represent an equitable and efficient distribution of housing and employment opportunities, as simple logic dictates and was shown by the testimony of the Metro Committee on Racial Equity.

(6) Contribution to the purposes of Centers and Corridors;

The proximity to centers and corridors criteria in 3.07.1425(c)(6) are applied in a way that excludes some Urban Reserve areas, despite their greater proximity to a corridor than Sherwood West, because those corridors are already partially developed with low density uses. But that is the same situation as in Sherwood. All Metro centers and corridors have existing development.

In fact that is a major reason why they were given their designation in the first place. This means infill and redevelopment is a primary strategy for development in centers and corridors.

(7) Protection of farmland that is most important for the continuation of commercial agriculture in the region;

Regarding the evaluation of alternatives from the perspective of the regional importance of the farmland, the analysis is based up on an incorrect legal interpretation - that Metro is not required to consider the relative quality of farmland within urban reserves because the urban reserve designation already determined these lands were not regionally important.

That is contradicted by the plain language in code:

3.07.1425.(c) *If the Council determines there is a need to amend the UGB, the Council shall evaluate areas designated urban reserve for possible addition to the UGB and shall determine which areas better meet the need considering the following factors:*

(7) Protection of farmland that is most important for the continuation of commercial agriculture in the region;

If the urban reserve designation settled that question, why did Metro include factor (c)(7)? West of Sherwood Farm Alliance has provided testimony that lands in the expansion area are highly productive, growing crops that cannot be grown in other places in the US. In addition, the loss of these lands reduces the land base needed to sustain the economic base and services required to maintain a farm economy.

Nor did the Metro analysis consider that there are certainly alternate lands that are not in agriculture and forestry production at all, which is evident in the maps contained in Appendix 7A.

(8) Avoidance of conflict with regionally significant fish and wildlife habitat; and

There are many alternate sites among the urban reserves that have less important regionally significant fish and wildlife habitat than the riparian and upland areas of Chicken Creek, the major tributary to a nationally recognized wildlife habitat, the Tualatin River National Wildlife Refuge. A review of the maps and narratives in Appendix 7A shows the obvious, that there are other lands not near a National Wildlife Refuge or a critical tributary to a refuge.

In support of this argument, please review the US Fish and Wildlife Service, Tualatin River National Wildlife Refuge *Comprehensive Conservation Plan* and other background information we submitted on Chicken Creek. We also adopt by reference the arguments, testimony and evidence submitted by Tualatin River Keepers.

(9) Clear transition between urban and rural lands, using natural and built features to mark the transition.

The Concept Plan UGB expansion area will be divided from the rest of Sherwood by State Highway 99West and the ravines and riparian areas of Chicken Creek. In fact Sherwood proposes building a very expensive pedestrian overpass in order for pedestrians to cross the highway. These facts cannot be reconciled with a conclusion that this expansion area provides the requisite clear transition.

The defects in the alternative sites analysis demonstrate similar violations of Statewide Planning Goals:

Goal 1 Citizen Involvement
Goal 2 Land Use Planning
Goal 3 Agricultural Lands
Goal 4 Forest Lands
Goal 5 Natural Resources, Scenic and Historic Areas, and Open Spaces
Goal 11 Public Facilities and Services
Goal 12 Transportation
Goal 13 Energy Conservation
Goal 14 Urbanization

Violation of Policies Favoring Compact and Efficient Urban Development

Metro did not attempt to reconcile its endorsement of the West of Sherwood UGB expansion, a low-density development pattern at the outermost edge of the regional UGB. with the compact urban development policies in Goal 14 and its guidelines and its own code and policies:

Goal 14: Urbanization

Goal: To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

Boundary Location The location of the urban growth boundary and changes to the boundary shall be determined by evaluating alternative boundary locations consistent with ORS 197A.320 or, for the Metropolitan Service District, ORS 197.298, and with consideration of the following factors: (1) Efficient accommodation of identified land needs; 2) Orderly and economic provision of public facilities and services; (3) Comparative environmental, energy, economic and social consequences; and (4) Compatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB.

Metro Regional Framework Plan

Chapter 1 Land Use

1.1 Compact Urban Form

It is the policy of the Metro Council to:

1.1.1. Ensure and maintain a compact urban form within the UGB.
1.1.2 Adopt and implement a strategy of investments and incentives to use land within the UGB more efficiently and to create a compact urban form.
1.1.3 Facilitate infill and re-development, particularly within Centers, Corridors, Station Communities, Main Streets and Employment Areas, to use land and urban services efficiently, to support public transit, to promote successful, walkable communities and to create equitable and vibrant communities.

1.1.8 Promote a compact urban form as a key climate action strategy to reduce greenhouse gas emissions.

Needed Housing

Metro's housing need analysis is limited to the adequacy of the supply of land for housing by density/type and does not address the needs of households of moderate and lower incomes that are central to the Oregon Housing Needs Assessment.

Metro's UGR states that 2019 legislation required it to determine the number of homes representing "existing" ("backlogged") housing needs, as part of its overall land need analysis.

Metro is justifying the acreage of its housing land need by selectively using parts of the 2019 legislation – calculating existing need - while ignoring other, very important parts – the affordability of the existing needed housing.

Goal 10, the Goal 10 Administrative Rules, the Metro Regional Framework Plan and Urban Growth Management Functional Plan require a consideration of the *affordability* of the housing, that is, housing need beyond density/type:

Statewide Planning Goal 10 OAR 660-015-0000(10)

To provide for the housing needs of citizens of the state. Buildable lands for residential use shall be inventoried and plans shall encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density.

. . . .

Needed Housing Units -- means housing types determined to meet the need shown for housing within an urban growth boundary at particular price ranges and rent levels. On and after the beginning of the first periodic review of a local government's acknowledged comprehensive plan, "needed housing units" also includes government-assisted housing. For cities having populations larger than 2,500 people and counties having populations larger than 15,000 people, "needed housing units" also includes (but is not limited to) attached and detached single-family housing, multiple-family housing, and manufactured homes, whether occupied by owners or renters.

GUIDELINES A. PLANNING 1. In addition to inventories of buildable lands, housing elements of a comprehensive plan should, at a minimum, include: (1) a comparison of the distribution of the existing population by income with the distribution of available housing units by cost;

Metro Urban Growth Management Functional Plan

3.07.1110 Planning for Areas Designated Urban Reserve

(a) The county responsible for land use planning for an urban reserve and any city likely to provide governance or an urban service for the area, shall, in conjunction with Metro and appropriate service districts, develop a concept plan for the urban reserve prior to its addition to the UGB pursuant to sections 3.07.1420, 3.07.1430 or 3.07.1435 of this chapter. The date for completion of a concept plan and the area of urban reserves to be planned will be jointly determined by Metro and the county and city or cities.

(b) A local government, in creating a concept plan to comply with this section, shall consider actions necessary to achieve the following outcomes:

(1) If the plan proposes a mix of residential and employment uses:

(C) A range of housing of different types, tenure and prices addressing the housing needs in the prospective UGB expansion area in the context of the housing needs of the governing city, the county, and the region if data on regional housing needs are available, in order to help create economically and socially vital and complete neighborhoods and cities and avoiding the concentration of poverty and the isolation of families and people of modest means;

Metro Regional Framework Plan

1.3 Housing Choices and Opportunities

It is the policy of the Metro Council to:

LCDC's "Housing Program" includes this statement and statutory references which we could reference as a starting point:

1.3.1. Provide housing choices in the region, including single family, multi-family, ownership and rental housing, and housing offered by the private, public and nonprofit sectors, paying special attention to those households with fewest housing choices.

1.3.2. As part of the effort to provide housing choices, encourage local governments to ensure that their land use regulations: a. Allow a diverse range of housing types; b. Make housing choices available to households of all income levels; and c. Allow affordable housing, particularly in Centers and Corridors and other areas well-served with public services and frequent transit service.

1.3.3. Reduce the percentage of the region's households that are cost-burdened, meaning those households paying more than 50 percent of their incomes on housing and transportation.

Metro's Code and policy documents refer to "housing needs" and "needed housing which should conform to statutory definitions of "needed housing":

ORS 197A.018 Definition of "needed housing."

(1) As used in ORS chapter 197A, and except as provided in subsection (2) of this section:

(a) "Needed housing" means housing by affordability level, as described in ORS 184.453 (4), type, characteristics and location that is necessary to accommodate the city's allocated housing need over the 20-year planning period in effect when the city's housing capacity is determined.

(b) "Needed housing" includes the following housing types:

(A) Detached single-family housing, middle housing types as described in ORS 197A.420 and multifamily housing that is owned or rented;

(B) Government assisted housing;

(C) Mobile home or manufactured dwelling parks as provided in ORS 197.475 to 197.493;

(D) Manufactured homes on individual lots planned and zoned for single-family residential use that are in addition to lots within designated manufactured dwelling subdivisions;
(E) Housing for agricultural workers;
(F) Housing for individuals with a variety of disabilities, related to mobility or communications that require accessibility features;
(G) Housing for older persons, as defined in ORS 659A.421;
(H) Housing for college or university students, if relevant to the region; and
(I) Single room occupancies as defined in ORS 197A.430.

ORS 197A.348 Definition of "needed housing."

(1) As used in ORS 197A.350 and this section, "needed housing" means all housing on land zoned for residential use or mixed residential and commercial use that is determined to meet the need shown for housing within an urban growth boundary at price ranges and rent levels that are affordable to households within the county with a variety of incomes, including but not limited to households with low incomes, very low incomes and extremely low incomes, as those terms are defined by the United States Department of Housing and Urban Development under 42 U.S.C. 1437a. "Needed housing" includes the following housing types:
(a) Attached and detached single-family housing, middle housing types as described in ORS 197A.420 and multiple family housing for both owner and renter occupancy;
(b) Government assisted housing;
(c) Mobile home or manufactured dwelling parks as provided in ORS 197.475 to 197.493;
(d) Manufactured homes on individual lots planned and zoned for single-family residential use that are in addition to lots within designated manufactured dwelling subdivisions;
(e) Agriculture workforce housing; and
(f) Single room occupancies as defined in ORS 197A.430.

ORS 197A.350 Determination of housing capacity and accommodation of needed housing by Metro.

(1) This section applies only to Metro.
(2)(a) Metro shall demonstrate that its regional framework plan provides sufficient buildable lands within the urban growth boundary established pursuant to statewide planning goals to accommodate estimated housing needs for 20 years:
. . . .
(3) In performing the duties under subsection (2) of this section, Metro shall:
(a) Inventory the supply of buildable lands within the urban growth boundary and determine the housing capacity of the buildable lands; and
(b) Conduct an analysis of existing and projected housing need by type and density range, in accordance with all factors under ORS 197A.348 and statewide planning goals and rules relating to housing, to determine the number of units and amount of land needed for each needed housing type for the next 20 years.

. . . .

(6) If the housing need determined pursuant to subsection (3)(b) of this section is greater than the housing capacity determined pursuant to subsection (3)(a) of this section, Metro shall take one or both of the following actions to accommodate the additional housing need:
(a) Amend its urban growth boundary to include sufficient buildable lands to accommodate housing needs for the next 20 years. . . .

(b) Amend its regional framework plan, functional plan or land use regulations to include new measures that demonstrably increase the likelihood etc.....

(7) Using the housing need analysis conducted under subsection (3)(b) of this section, Metro shall determine the overall average density and overall mix of housing types at which residential development of needed housing types must occur in order to meet housing needs over the next 20 years. If that density is greater than the actual density of development determined under subsection (5)(a)(A) of this section, or if that mix is different from the actual mix of housing types determined under subsection (5)(a)(A) of this section, Metro, as part of its periodic review, shall adopt measures that demonstrably increase the likelihood that residential development will occur at the housing types and density and at the mix of housing types required to meet housing needs over the next 20 years.

. . . .

(9) In establishing that actions and measures adopted under subsections (6) and (7) of this section demonstrably increase the likelihood of higher density residential development, Metro shall at a minimum ensure that land zoned for needed housing is in locations appropriate for the housing types identified under subsection (3) of this section, is zoned at density ranges that are likely to be achieved by the housing market using the analysis in subsection (3) of this section and is in areas where sufficient urban services are planned to enable the higher density development to occur over the 20-year period. Actions or measures, or both, may include those actions listed in ORS 197A.100 (3). [Formerly 197.296]

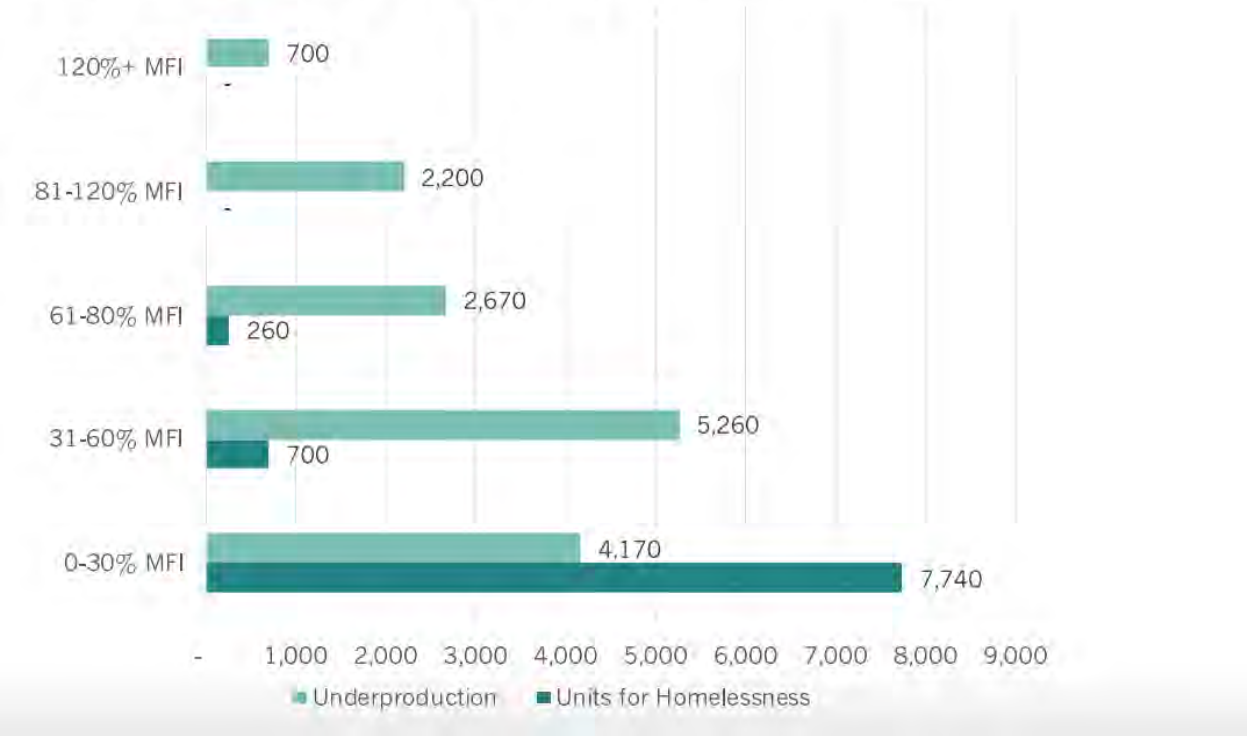
The data we have submitted shows that homes and rents in Sherwood are among the highest in the region and are not affordable to (most or all) households at or below the regional median family/household income. That gap is noted in Sherwood's own 2017 and 2019 housing needs analyses and in the "Attractive and Attainable Housing Draft Background Report" of July 15, 2020.

The high System Development Costs Sherwood will need to charge home developers to cover infrastructure costs will be passed along to home buyers and further decrease affordability, an impact documented in the *Oregon System Development Charges Study: Why they Matter and How they Affect Housing* December 2022.

All new housing in UGB expansion areas in Washington County is unaffordable. (See "Housing Affordability and Development in Hillsboro, OR", Diego Murphy-Mendez Spring 2024.) That is not surprising given the combination of high market demand, high construction costs and high SDCs. Given the information in the record about high housing costs in Sherwood, how do those costs relate to the region's housing needs as measured against the region's income?

The "existing housing need" is quantified in UGR Appendix 8A:

Figure 2. Metro Existing Housing Need by Income Level (Rounded)



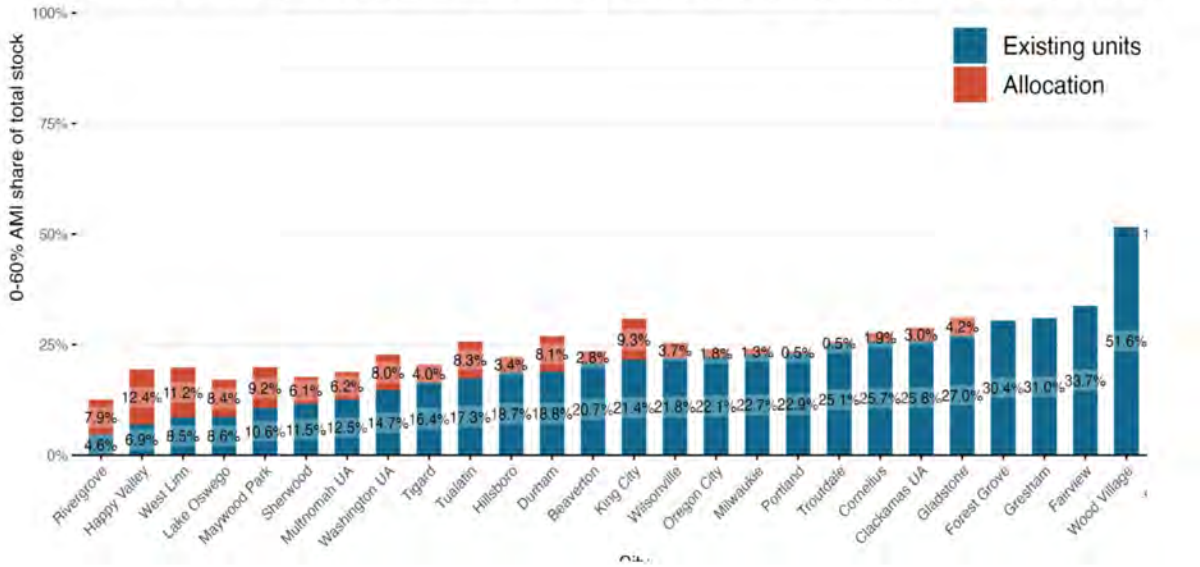
The Oregon Department of Administrative Services "Oregon Housing Needs Analysis: Interim Methodology" July 2024 which includes this determination of housing needs in the Portland metro region:

Figure 18. Metro Region 20-Year Needed Housing Units by Income Level and Component

Income Level	Current Need		Future Need			Total Need
	Underproduction	Units for Homelessness	Second & Vacation Homes	Demographic Units	Pop. Growth Units	
0-30%	4,274	9,806	-	6,569	11,837	32,486
31-60%	5,391	881	-	8,893	16,025	31,190
61-80%	2,738	331	-	6,221	11,210	20,499
81-120%	2,254	-	2,297	10,879	19,605	35,035
120%+	703	-	1,107	24,193	43,597	69,600
Metro	15,360	11,018	3,404	56,754	102,273	188,810

The DAS report also showed what Sherwood's proportional share of housing for incomes at or below 60% median family income:

Figure 13. Distribution of Units Affordable at Less Than 60% AMI by City– Current vs After Target Met



The Concept Plan does not address or include any measures showing or assuring that market prices for ownership and rents will meet needs identified in its own Housing Needs Analysis, the draft Urban Growth Report or the Department of Administrative Services draft regional housing needs report for very low income, low income and moderate income households or other forms of "needed housing," including farmworker housing, subsidized rent-restricted public, private and nonprofit housing, or manufactured homes and manufactured home parks.

There is nothing in the materials presented by Sherwood that would support a conclusion that the market rate housing built there would address any of the existing housing need for less than 81% MFI and perhaps very much of the need for families at 81% to 120% of MFI. WoSFA and perhaps others, will be submitting evidence that market housing in Sherwood will not address those needs.

According to Metro's most recent report on the regional affordable housing bond measure there is no affordable housing project that has been built nor any application to build one using the regional bond measure, in the city of Sherwood.

In support of its decision, Sherwood and Metro rely, in part, on Sherwood's 2019 Housing Needs Assessment (HNA.)

That HNA relies on data that is so outdated as to be an inappropriate basis for Metro's decision making. For example, here are key findings presented on page 25:

• The median contract rent in Sherwood in the 2009-2013 period was $1,064, compared to Washington County's average of $852.

• Average rent in the Tigard/Tualatin/Sherwood area submarket was $1.13 per square foot in Fall 2014, lower than the regional average of $1.22 per square foot. Between Spring 2010 and Spring 2013, average rent in Tigard/Tualatin/Sherwood area increased by 38%, consistent with the regional increase of 36%.

• Thirty-eight percent of Sherwood's households were cost burdened (i.e., paid more than 30% of their income on rent or homeownership costs) in the 2009-2013 period.24 This is consistent with the state averages.

Metro also relied on an EcoNorthwest analysis, Appendix 8A, that in turn relied on household "headship" data from the 2000 US Census.

Data about housing costs this old is not "an adequate factual basis", and may conflict with the statute requiring Metro to use data from the period *after* the last period review in determining whether various housing mixes and densities will be achieved.

Uncoordinated, inconsistent and contradictory factual assumptions and plan policies about regional needs for housing and jobs.

Metro has failed to consider the adopted buildable land inventories and housing production strategies adopted by cities in the region, in determining whether the identified need for more housing could be met through the already approved or drafted Housing Production Strategies, copies of which we are submitting with this memo.

Consider Portland's "Residential Buildable Lands Inventory:Methodology and Summary Results" Ordinance 191547, December 2023.

Here are the results of Portland's Buildable Land Inventory:

Net Residential Development Capacity

The results of the Buildable Lands Inventory show an estimated capacity for an additional 236,977 housing units in the City of Portland.

Table 8. Residential Capacity by District

District	Capacity (Dwelling Units)
Central City	67,052
East	38,527
North	22,621
Northeast	27,400
Southeast	47,785
West	33,593
Total	**236,977**

Source: BPS analysis

Whether or not Metro reconciles its own and the DAS calculations of needed housing for the region, (!88,810)units, with this analysis showing a single city has the capacity to meet the need for the entire region, is unknown, because the conflicting sources of data and proposal for production were not considered.

In addition, Metro should have considered the basis for, and the acreage of, additional residential and employment lands in the North Plains UGB expansion and Governor Kotek's designation of UGB expansion lands near Hillsboro for high tech manufacturing under SB 4.

The North Plains UGB expansion analysis and ordinance from 2023, its Economic Opportunity Analysis from May 2022 and Governor Kotek's recent draft SB 4 determination calling for 373 acres of flat Washington County farmland to be added to the UGB near Hillsboro, are provided for Metro's consideration (although we are confident these events and information are already well known to the Metro Council, Metro Council President and Metro staff.)

This failure to consider the inconsistent and contradictory facts and plans means Metro's decision does not have the adequate factual base required by Goal 2 and violates multiple coordination requirements in statute and administrative rules, as interpreted by LUBA.

The supporting materials for this argument also support the argument set out above regarding the inadequacy of Metro's October 2024 alternatives analysis.

There are several legal authorities imposing a mandatory duty on Metro to consider, reconcile and coordinate these conflicting sets of data and government actions.

0000(2):

Goal To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions. City, county, state and federal agency and special district plans and actions related to land use shall be consistent with the comprehensive plans of cities and counties and regional plans adopted under ORS Chapter 268.

. . . . Each plan and related implementation measure shall be coordinated with the plans of affected governmental units.

And see *1000 Friends of Oregon v. City of North Plains*, 27 Or LUBA 372 (1994); *City of Portland v. Washington County,* 27 Or LUBA 176 (1994) LUBA headnote:

Other housing coordination requirements are found in OAR Interpretation of Goal 10, the Metropolitan Housing Rule **660-007-0050**

Regional Coordination

(1) At each periodic review of the Metro UGB, Metro shall review the findings for the UGB. They shall determine whether the buildable land within the UGB satisfies housing needs by type and density for the region's long-range population and housing projections.
(2) Metro shall ensure that needed housing is provided for on a regional basis through coordinated comprehensive plans.

Regional coordination is a requirements of the OAR interpreting Goal 10 "Housing," 660-008-0000:
Purpose

OAR 660-008-0030
Regional Coordination
(1) Each local government shall consider the needs of the relevant region in arriving at a fair allocation of housing types and densities.
(2) The local coordination body shall be responsible for ensuring that the regional housing impacts of restrictive or expansive local government programs are considered. The local

coordination body shall ensure that needed housing is provided for on a regional basis through coordinated comprehensive plans.

Consider the statute authorizing and shaping metropolitan service districts, including Metro, which includes a duty of plan coordination:

Metropolitan Service Districts ORS 268.380 Land-use planning goals and activities; coordination; review of local plans. (1) A district may:

(a) Adopt land-use planning goals and objectives for the district consistent with goals adopted under ORS chapters 195, 196, 197 and 197A;
(b) Review the comprehensive plans in effect on January 1, 1979, or subsequently adopted by the cities and counties within the district and recommend that cities and counties, as the district considers necessary, make changes in any plan to ensure that the plan conforms to the district's metropolitan area goals and objectives and the statewide goals;
(c) Coordinate the land-use planning activities of that portion of the cities and counties within the district; and
(d) Coordinate its activities and the related activities of the cities and counties within the district with the land-use planning development activities of the federal government, other local governmental bodies situated within this state or within any other state and any agency of this state or another state.

Recent legislation requires Metro to develop a regional housing coordination strategy. I have not determined when this strategy is required to be adopted or what its status is today, but if it has been adopted or is in process, Metro is should be directly addressing this coordination requirement:

ORS 197A.365
(1) Metro shall develop and adopt a housing coordination strategy under this section no later than one year after the deadline for completing a housing capacity determination under ORS 197A.350.
. . . .

(3) A housing coordination strategy must include a list of actions, including the adoption of measures and policies or coordinating actions among local governments and other entities within a region, that the regional entity shall undertake to promote:
(a) The development of needed housing;
(b) The development and maintenance of housing that is of diverse housing types, high-quality, physically accessible and affordable;
(c) Housing with access to economic opportunities, services and amenities; and
(d) Actions that affirmatively further fair housing as defined in ORS 197A.100.
(4) Actions constituting a housing coordination strategy may include:
(a) The identification or coordination of resources that support the production of needed housing, including funding, staff capacity or technical support at the regional or state level;
(b) The identification of local or regional impediments to developing needed housing, including financial, regulatory or capacity-related constraints;
(c) Regional strategies that coordinate production of needed housing between local governments within a region and that are developed in consultation with impacted local governments;

Coordination between plans is an important part of Goal 2, "Land Use Planning" OAR 660-015-

North District Mixed Employment Area

The COO recommendation and UGR concluded the region has a surplus of industrial land but justifies adding the land in the North District Mixed Employment Area (MEA) based on the regional need for 50-acre sites for high tech manufacturing. However, the Concept Plan and supporting documents plus testimony given during your proceedings, indicate that Sherwood intends to allow the land to be subdivided into small parcels in industrial and office parks, to serve a wide range of industrial and commercial uses in the MEA as it has in the Tonquin Employment Area. It is expressly opposed to establishing minimum parcel sizes for the ostensibly needed large lots, or to appropriately limiting potential uses.

It is not clear how this is consistent with the protection of 50-acre sites emphasized for concept plans in 3.07.1110(c)(3). (And that is because it is *inconsistent* with such protection.

The information submitted by the city's consultants, as supplemented by our evidence, shows that due to the limitations of Metro Title 13 and Title 6, existing slopes in parts of the MEA and, proposed roads, and the BPA high voltage transmission line, it will not be possible to assemble any 50-acre flat buildable parcels for high tech manufacturing.

We have provided this analysis as a series of excerpts from Sherwood's submission supplemented with Google Earth images and Google Earth generated acreage estimates.

The justification does not explain the inclusion of parcels that do not satisfy the specifications for large site industrial manufacturing cited by the UGR.

We have submitted materials about the sizes of sites and fab plant sizes and the 2022 report on the Oregon semiconductor manufacturing industry to highlight the gap between what that industry seeks in sites and what will be offered in the MEA. The decision maker should also review the Kidder Mathews 2024 third quarter report on Portland industrial lands in our materials.

We note that the key map of regional sites for high tech manufacturing cannot be reconciled with the materials on the MEA submitted by Sherwood and other parties.

To show what kind of industrial and commercial development Sherwood intends for the MEA, we have submitted information about the type and amount of employment in the Tonquin Employment Area, added to the UGB almost 20 years ago, a portion of which is or will be within Sherwood.

These contradictions mean the decision to endorse the inclusion of the MEA lacks an adequate factual basis under Goal 2 and related LUBA and appellate decisions .

Compliance with Other Metro Policies on Climate Change and Equity

Metro's UGR and related materials did not address or reconcile its proposed decision with a number of its "desired outcomes" and "Compact Urban Form" in the Regional Framework Plan:

Introduction

State law provides that the Regional Framework Plan must comply with statewide land use planning goals. The Oregon Land Conservation and Development Commission acknowledged the Regional Framework Plan and its implementing ordinances on December 8, 2000.

Under the Metro Charter and state law, cities and counties within Metro's boundaries are required to comply and be consistent with Metro's adopted Urban Growth Management Functional Plans and the Regional Framework Plan. . . . .

Chapter 1 Land Use

It is the policy of the Metro Council to exercise its powers to achieve the following six outcomes, characteristics of a successful region:

1. People live, work and play in vibrant communities where their everyday needs are easily accessible.
2. Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
3. People have safe and reliable transportation choices that enhance their quality of life.
4. The region is a leader in minimizing contributions to global warming.
5. Current and future generations enjoy clean air, clean water and healthy ecosystems.
6. The benefits and burdens of growth and change are distributed equitably.

The vast differences between Sherwood, in terms of affluence, race and ethnicity, and many other parts of the Portland region are starkly revealed in the 2022-23 high school profiles we have submitted.

The image and information about the luxurious new Sherwood High School, which was built on the 82 acres Metro added to the UGB on the other side of Highway 99 West (also discussed in the next section) may be more convincing about the dis-equity of what Metro proposes, than the student enrollment statistics.

Another perspective on the question of equity is the US Equal Opportunity Commission's report on Diversity in High Tech, the industry which Metro specifically seeks to promote in Sherwood.

It does not advance equity to focus more public investment and more sources of tax revenue in one of the most advantaged parts of the region, while others become poorer and more diverse.

As noted briefly above, placing more jobs at the very edge of the region, in a community with minimal transit service compared with many more central parts of the region, will increase greenhouse gas emissions due to commuting. (*See* the table on this subject referenced previously.)

Metro's Coordinated forecast for jobs and housing and demonstrated forecasting error in its 2017 Sherwood High School site UGB expansion.

Metro's UGR decision and land needs analysis cannot be reconciled with its own conflicting 2019 regional growth allocation ordinance and with the failure of the high school enrollment forecasts that were the basis for 2017 Sherwood High School UGB expansion. The Metro ordinance approving the UGB expansion, the Hearings Officer's findings relying on the enrollment forecasts, and the 2015 and 2022 Sherwood School District enrollment forecasts are in the materials we have submitted.

Part of LCDC Goal 14 administrative rules address Metro's role in established a regionally coordinated forecast for population, jobs, and households:

OAR 660-032-0030

Metro Area Population Forecasts

(1) Metro, in coordination with local governments within its boundary, shall issue a coordinated population forecast for the entire area within its boundary, to be applied by Metro and local governments within the boundary as the basis for a change to a regional framework plan, comprehensive plan or land use regulation, when such change must be based on or requires the use of a population forecast.

(2) Metro shall allocate the forecast to the cities and portions of counties within the Metro boundary for land use planning purposes.

It is certainly possible that Metro has adopted a coordinated regional forecast since 2019 that we have been unable to find. If so, then this argument is not applicable. If not, Metro has to reconcile the data and conclusions in its UGR decision with the official 2019 regional coordinated forecast attached to Ordinance 19-1457.

Goal 1 and Ethics Standards

Councilor Gonzalez's public endorsement of the Sherwood West UGB expansion prior to the receipt of public comment, prior to the consideration of any alternatives, prior to the Metro Council's deliberation and direction regarding the draft UGR's population and employment forecasts or conditions of approval, and after prior private meetings with Sherwood West proponents and the receipt of substantial campaign contributions from businesses and persons with an interest in the expansion, violates the spirit of Goal 1 and Metro's own "Public Engagement Process" principles. For these reasons he should have recused himself from Metro Council's decisionmaking process.

The relevant Metro legal authorities and policies are:

Metro Code
CHAPTER 2.17 CODE OF ETHICS
2.17.010 Purpose and Policy

(b) In adopting this Chapter, the Metro Council intends:
(2) To require Metro officials to operate under high ethical standards;
(3) To require Metro officials to treat their offices and positions as a public trust whose powers and resources are to be used for the benefit of the public and not for any personal benefit;

Metro EXECUTIVE ORDER 66 (1997)

PURPOSE The purpose of this Executive Order is to provide a statement of ethical principles that shall serve as guideposts for Metro officials.

TRUST

The purpose of Metro is to serve the public. Metro officials should treat their office as a public trust.

1. Metro's powers and resources are used for the benefit of the public rather than any official's personal benefit.

2. Metro officials ensure public respect by avoiding even the appearance of impropriety.

3. Policymakers place long-term benefit to the public as a whole above all other considerations, including important individuals and special interests. The public interest includes protecting the rights of under-represented minorities.
….

6. Citizens have a fair and equal opportunity to express their views to Metro officials.

OBJECTIVITY

Metro decisions are based on the merits of the issues. Judgment is independent and objective.

1. Metro officials avoid financial conflict of interest and do not accept benefits from people wanting to affect decisions.

EXAMPLES AND EXPLANATORY STATEMENTS Past experience has shown that certain activities by Metro officials may create the appearance of ethical conflicts. This section of this Executive Order sets forth examples of questionable behavior that should be avoided where possible.

Avoid the appearance that the personal, political or social agenda of non-elected officials is a substitute for Metro's policy decision process. . . . Personal involvement with political or social activities by Metro officials is acceptable. However, all Metro officials should avoid taking actions on behalf of Metro that create the impression that their own personal agendas are guiding their official actions at Metro, rather than being subject to Metro's policymaking procedures.

Metro "Public Engagement Guide" adopted April 2024

Desired outcomes:

• People have accessible information and meaningful opportunities to participate in programs, services, or decision-making processes at Metro.

• Metro creates welcoming spaces that encourage civic leadership and connection through community-led activities and building capacity for ongoing engagement.

• The Metro Council makes decisions that are well-informed and responsive to the needs and perspectives of the diverse communities of greater Portland.

Metro's guiding principles for meaningful public engagement are:

1. Public participation is an essential part of Metro's decision-making.

2. Transparency about decision-making is fundamental to successful public service and includes communicating about project outcomes and the impact of community contributions to the process.

3. Meaningful public engagement processes apply equity, diversity and inclusion strategies and tools to help identify and address the needs of impacted, underserved, and historically excluded communities.

Statewide Planning Goal 1: CITIZEN INVOLVEMENT OAR 660-015-0000(1)

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Thank you for your full consideration of the matters raised above and in our supporting materials, as well as in the written and oral testimony of other highly concerned parties with expertise in this matter, including members of the West of Sherwood Farm Alliance.

Respectfully submitted,

Jeffrey L. Kleinman

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Attorney for West of Sherwood Farm Alliance

cc: Roger Alfred, Metro Counsel
clients

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November 21, 2024

Metro Council President Lynn Peterson
Metro Councilors
Metro Regional Center
600 NE Grand Avenue
Portland, Oregon 97232

Re: Metro Urban Growth Report and Urban Growth Boundary Decision

President Peterson and Councilors,

I represent the West of Sherwood Farm Alliance, whose members have been observing and participating in Metro's urban growth management decision process since early this year.

The revised version of the Urban Growth Report (UGR) and the associated Urban Growth Boundary (UGB) expansion to include the entirety of the urban reserve west of Sherwood and your reliance on the Sherwood West Concept Plan (Concept Plan) violate a wide spectrum of state laws and related administrative rules, Statewide Planning Goals 1, 2, 3, 4, 5, 10, 11, 12 and 14 and associated rules, provisions in Metro's Regional Framework Plan and the Urban Growth Management Functional Plan governing UGB amendments, and other Metro requirements establishing policy for racial equity, housing, public engagement, ethics, natural areas protection, industrial lands and other matters.

These violations are based both on errors and omissions in law and the inadequacy of the evidence on which your proposed decision rests. They are summarized below and supported by evidence separately submitted in notebooks along with this letter.

Alternative Sites Analysis

The analysis of alternative urban reserves in Appendix 7 (Goal 14 factors) and 7A (Urban Growth Management Functional Plan evaluation factors in 3.07.1425(c)), are 720 pages in length. They are defective for multiple reasons.

First, with the exception of one short document, the analyses were completed and published sometime after the Metro Council's October 8 work session, apparently on October 15, 2024.

For that reason, they were not considered by the Metro Council, the Metro Policy Advisory Committee, Metro Technical Advisory Committee, the Joint Policy Advisory Committee on Transportation, the Committee on Racial Equity, or presumably the Chief Operating Officer, before they endorsed the entirety of the proposed Sherwood UGB expansion based on the Concept Plan.

It is not possible to make a decision on the merits of a proposed UGB without ever discussing or considering the alternatives.

And of course, they were not available for public comment before the public hearing on September 28.

This defect is attributable to the erroneous decision that the Metro Council would be only a passive reviewer of UGB expansion proposals offered by cities, rather than exercising their leadership responsibility to affirmatively consider alternative locations and ways of meeting the regional needs outlined in the July 9, 2024 draft UGR:

> ***Urban Growth Management Functional Plan***
> ***3.07.1425 Legislative Amendment to the UGB - Criteria***
>
> *(a) This section sets forth the factors and criteria for amendment of the UGB from state law and the Regional Framework Plan. Compliance with this section shall constitute compliance with statewide planning Goal 14 (Urbanization) and the Regional Framework Plan.*
>
> *(c) If the Council determines there is a need to amend the UGB, the Council shall evaluate areas designated urban reserve for possible addition to the UGB and shall determine which areas better meet the need considering the following factors...*

In public meetings Metro Councilors and others were heard to remark they wish they had more than just the Sherwood West Concept Plan to consider. But it was their responsibility to consider these alternatives whether there was a local government application or not.

This appears to violate Statewide Planning Goal 1 Citizen Involvement, and Metro's public engagement principles which the Council adopted in April of this year.

Third, the analysis should be of *alternative lands* that could be found among the land in any of the urban reserves that would *satisfy the specific land needs* identified in the UGR, *viz*:

- 2,700 units of single-family housing
- 400 units of middle housing
- 135 acres of commercial land
- 2 sites of 50 or more acres that cannot be subdivided and are restricted to high tech use having with less than 10% slopes and the other characteristics listed in the UGR

How much land is needed for 2,700 single family homes, 400 middle housing units, 135 acres of commercial land and 2 sites of 50 acres or larger for high tech manufacturing?

For illustrative purpose and without conceding the accuracy of Sherwood's housing density numbers, here is what Sherwood itself has proposed in Table 4 of its concept plan:

Middle housing:	39 acres (cottage cluster included)
Single family:	268 acres (everything not multi or middle housing)

With regard to the high-tech manufacturing sites larger than 50 acres, the North District MEA refinement plan identifies two sites of (including substantial acreages of land under BPA high voltage transmission lines and/or containing various types of habitat) of 64.7 and 75.6 acres.

Here is the total of land required to meet these regional needs:

268 acres	single-family
39 acre	middle housing
135 acres	commercial
141.3 acres	large lot high tech industrial sites
583.3 acres	

Instead of finding other areas in other urban reserves that would be better locations to supply those needs, Appendix 7A compares entire Urban Reserve Areas to the entire Sherwood Urban Reserve Area and proposed uses in the Sherwood West Concept Plan.

Another basic error was that Metro did not consider how minor changes to infill and redevelopment in other parts of the region could accommodate the need, the alternative authorized in ORS 197.350(6)(b). Portland's adopted August 2024 Housing Production Strategy is an easy example of how the modest additional regional need in the UGR could be met and also for how Sherwood could increase the affordability of housing in its current city limits.

The West of Sherwood Farm Alliance showed that all of the region's need for housing and employment could be satisfied on the vacant land inside Sherwood's city limits with the Brookman Addition and the Tonquin Employment Area. (This analysis, previously submitted to Metro, is included in the materials submitted with this letter.)

The analysis of areas in Appendix 7A contains multiple legal errors, contradictions and unsupported conclusions. Here are examples:

3.07.1425(c (1) Efficient accommodation of identified land needs;

Metro is required by 3.07.1425(c) to analyze the relative merits and demerits of alternative sites and lands in urban reserve areas to determine which locations provide:

Metro concludes that adding 1,291 acres of farmland, forestland, wildlife habitat and low-density residential development over mostly hilly land in the Sherwood urban reserve is more efficient than any combination of additions of lands totaling 583.3 acres in other urban reserves to serve these needs. Yet a review of the parcel maps and other information about the urban reserves contradicts rather than supports that conclusion.

See also the argument and evidence related to alternative infill and redevelopment strategies to meet need.

3.07.1425(c)(2) Orderly and economic provision of public facilities and services;

Appendix O of Sherwood's UGB expansion proposal to Metro, the city's "Preliminary Infrastructure Funding Strategy." includes the memo "Sherwood West Concept Plan: Preliminary

Infrastructure Funding Strategy" dated February 13, 2024, prepared by the Leland Consulting Group. Page 2 includes this text and a table:

Catalyst Projects

Based on City priorities and existing infrastructure availability, it is anticipated that the North, West, and Southwest districts will develop first. Through public investment and private development, attention in these districts will help lay the foundation for the long-term evolution of Sherwood West. This analysis, therefore, takes a close look at the infrastructure that will help these areas serve as catalysts for subsequent development elsewhere in Sherwood West.

Table 1. Estimated Infrastructure Costs by District and Category

	Water		Sanitary Sewer		Storm		Parks		Transportation		Total District
	Costs	%	Costs	%	Costs	%	Costs	%	Costs	%	Costs
North	$10,745,000	8%	$18,162,500	13%	$10,932,500	8%	$23,428,890	17%	$72,850,000	54%	$136,118,890
Far West	$8,367,000	20%	$4,801,500	11%	$2,775,000	6%	$0	0%	$26,920,000	63%	$42,863,500
West/Southwest	$29,164,800	19%	$10,099,350	7%	$6,177,500	4%	$23,815,610	15%	$85,787,301	55%	$155,044,561

These "catalyst" project costs total is about $334 million. That is about $7 million per acre (partial costs) to meet a regional need on 583.3 acres (assuming for the sake of argument that Sherwood's land need estimates are appropriate.)

For the purpose of this argument, and the preceding one, we incorporate by reference the infrastructure analysis prepared and filed by Ron Bunch.

Metro was obliged to compare the estimated cost for the Sherwood West Concept Plan development with the infrastructure costs for alternate lands and locations to serve the same regional needs.

This would have been consistent with the policy in ORS 197.012 "Compact urban development":

> *In areas of the state that are growing rapidly, state agencies, as defined in ORS 171.133, cities and counties should, within constraints of applicable federal law and regulations, state law and rules and local ordinances:*
>
> *(1) Consider directing major public infrastructure investments, including major transportation investments, to reinforce compact urban development; and*
>
> *(2) Consider giving priority to investments that promote infill or redevelopment of existing urban areas to encourage the density necessary to support alternative modes of transportation.*

Last spring, the West of Sherwood Farm Alliance submitted testimony to Metro staff and MPAC showing that Metro expanded the UGB in 2017 to include an 82-acre site for Sherwood's new $250,000,000 high school based on the Sherwood School District's projected increases in enrollment, but those increases did not materialize. Instead, enrolment is forecasted to begin falling in 2027. This shows the very high cost to taxpayers of poorly justified UGB expansions.

(3) Comparative environmental, energy, economic and social consequences;

To address this factor, Metro should have explained why supporting high-cost housing development plus jobs and commercial development at the edge of the UGB would satisfy its own and LCDC's climate change policy and strategy, considering how it would increase automobile commuting to jobs in Sherwood with resultant production in climate-changing pollutants, impacts on Chicken Creek and other wildlife habitat, and what effect it might have in worsening economic, racial and ethnic geographic segregation which Metro has quantified and reported on its own website.

Any argument that locating additional jobs at the edge of the region will help achieve a better jobs-housing balance and therefore reduce environmental impacts from commuting is contradicted by evidence we have submitted based on Census data of the absence of any correlation between a balance of jobs and housing and commute lengths. The explanation is simple - working people change jobs every few years and for the most part do not move to be closer to their new jobs, especially given that many households have two members who are working.

(*See also* the discussion below on differential race, ethnicity and class equity impacts which is relevant to this factor.)

(4) Compatibility of proposed urban uses with nearby agricultural and forest activities occurring on land outside the UGB designated for agriculture or forestry pursuant to a statewide planning goal.

Metro did not identify the nature of conflicts and compatibility of commercial agriculture in the vicinity of Sherwood with the proposed development in the Concept Plan and compare them other sites in other urban reserves. Maps of those areas show areas without any existing agriculture or forestry because they are rural residential areas, and areas buffered by rural residential areas.

Road widenings required for the development of Sherwood West UGB expansion would generate additional adverse impacts on adjoining farmland of the type documented in "Effect of Widening the Urban Linke Segment of Roy Rogers Road on Farm Practices and Cost," from Washington County, dated June 24, 2016 (in the submitted materials.)

(5) Equitable and efficient distribution of housing and employment opportunities throughout the region;

Concentrating new housing and jobs at very edge of the region in a very expensive housing market (discussed elsewhere in this letter and supporting documents and written testimony from Housing Land Advocates) cannot represent an equitable and efficient distribution of housing and employment opportunities, as simple logic dictates and was shown by the testimony of the Metro Committee on Racial Equity.

(6) Contribution to the purposes of Centers and Corridors;

The proximity to centers and corridors criteria in 3.07.1425(c)(6) are applied in a way that excludes some Urban Reserve areas, despite their greater proximity to a corridor than Sherwood West, because those corridors are already partially developed with low density uses. But that is the same situation as in Sherwood. All Metro centers and corridors have existing development.

In fact that is a major reason why they were given their designation in the first place. This means infill and redevelopment is a primary strategy for development in centers and corridors.

(7) Protection of farmland that is most important for the continuation of commercial agriculture in the region;

Regarding the evaluation of alternatives from the perspective of the regional importance of the farmland, the analysis is based up on an incorrect legal interpretation - that Metro is not required to consider the relative quality of farmland within urban reserves because the urban reserve designation already determined these lands were not regionally important.

That is contradicted by the plain language in code:

3.07.1425.(c) *If the Council determines there is a need to amend the UGB, the Council shall evaluate areas designated urban reserve for possible addition to the UGB and shall determine which areas better meet the need considering the following factors:*

(7) Protection of farmland that is most important for the continuation of commercial agriculture in the region;

If the urban reserve designation settled that question, why did Metro include factor (c)(7)? West of Sherwood Farm Alliance has provided testimony that lands in the expansion area are highly productive, growing crops that cannot be grown in other places in the US. In addition, the loss of these lands reduces the land base needed to sustain the economic base and services required to maintain a farm economy.

Nor did the Metro analysis consider that there are certainly alternate lands that are not in agriculture and forestry production at all, which is evident in the maps contained in Appendix 7A.

(8) Avoidance of conflict with regionally significant fish and wildlife habitat; and

There are many alternate sites among the urban reserves that have less important regionally significant fish and wildlife habitat than the riparian and upland areas of Chicken Creek, the major tributary to a nationally recognized wildlife habitat, the Tualatin River National Wildlife Refuge. A review of the maps and narratives in Appendix 7A shows the obvious, that there are other lands not near a National Wildlife Refuge or a critical tributary to a refuge.

In support of this argument, please review the US Fish and Wildlife Service, Tualatin River National Wildlife Refuge *Comprehensive Conservation Plan* and other background information we submitted on Chicken Creek. We also adopt by reference the arguments, testimony and evidence submitted by Tualatin River Keepers.

(9) Clear transition between urban and rural lands, using natural and built features to mark the transition.

The Concept Plan UGB expansion area will be divided from the rest of Sherwood by State Highway 99West and the ravines and riparian areas of Chicken Creek. In fact Sherwood proposes building a very expensive pedestrian overpass in order for pedestrians to cross the highway. These facts cannot be reconciled with a conclusion that this expansion area provides the requisite clear transition.

The defects in the alternative sites analysis demonstrate similar violations of Statewide Planning Goals:

Goal 1 Citizen Involvement
Goal 2 Land Use Planning
Goal 3 Agricultural Lands
Goal 4 Forest Lands
Goal 5 Natural Resources, Scenic and Historic Areas, and Open Spaces
Goal 11 Public Facilities and Services
Goal 12 Transportation
Goal 13 Energy Conservation
Goal 14 Urbanization

Violation of Policies Favoring Compact and Efficient Urban Development

Metro did not attempt to reconcile its endorsement of the West of Sherwood UGB expansion, a low-density development pattern at the outermost edge of the regional UGB. with the compact urban development policies in Goal 14 and its guidelines and its own code and policies:

Goal 14: Urbanization

Goal: To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

Boundary Location The location of the urban growth boundary and changes to the boundary shall be determined by evaluating alternative boundary locations consistent with ORS 197A.320 or, for the Metropolitan Service District, ORS 197.298, and with consideration of the following factors: (1) Efficient accommodation of identified land needs; 2) Orderly and economic provision of public facilities and services; (3) Comparative environmental, energy, economic and social consequences; and (4) Compatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB.

Metro Regional Framework Plan

Chapter 1 Land Use

1.1 Compact Urban Form

It is the policy of the Metro Council to:

1.1.1. Ensure and maintain a compact urban form within the UGB.
1.1.2 Adopt and implement a strategy of investments and incentives to use land within the UGB more efficiently and to create a compact urban form.
1.1.3 Facilitate infill and re-development, particularly within Centers, Corridors, Station Communities, Main Streets and Employment Areas, to use land and urban services efficiently, to support public transit, to promote successful, walkable communities and to create equitable and vibrant communities.

1.1.8 Promote a compact urban form as a key climate action strategy to reduce greenhouse gas emissions.

Needed Housing

Metro's housing need analysis is limited to the adequacy of the supply of land for housing by density/type and does not address the needs of households of moderate and lower incomes that are central to the Oregon Housing Needs Assessment.

Metro's UGR states that 2019 legislation required it to determine the number of homes representing "existing" ("backlogged") housing needs, as part of its overall land need analysis.

Metro is justifying the acreage of its housing land need by selectively using parts of the 2019 legislation – calculating existing need - while ignoring other, very important parts – the affordability of the existing needed housing.

Goal 10, the Goal 10 Administrative Rules, the Metro Regional Framework Plan and Urban Growth Management Functional Plan require a consideration of the *affordability* of the housing, that is, housing need beyond density/type:

Statewide Planning Goal 10 OAR 660-015-0000(10)

To provide for the housing needs of citizens of the state. Buildable lands for residential use shall be inventoried and plans shall encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density.

. . . .

Needed Housing Units -- means housing types determined to meet the need shown for housing within an urban growth boundary at particular price ranges and rent levels. On and after the beginning of the first periodic review of a local government's acknowledged comprehensive plan, "needed housing units" also includes government-assisted housing. For cities having populations larger than 2,500 people and counties having populations larger than 15,000 people, "needed housing units" also includes (but is not limited to) attached and detached single-family housing, multiple-family housing, and manufactured homes, whether occupied by owners or renters.

GUIDELINES A. PLANNING 1. In addition to inventories of buildable lands, housing elements of a comprehensive plan should, at a minimum, include: (1) a comparison of the distribution of the existing population by income with the distribution of available housing units by cost;

Metro Urban Growth Management Functional Plan

3.07.1110 Planning for Areas Designated Urban Reserve

(a) The county responsible for land use planning for an urban reserve and any city likely to provide governance or an urban service for the area, shall, in conjunction with Metro and appropriate service districts, develop a concept plan for the urban reserve prior to its addition to the UGB pursuant to sections 3.07.1420, 3.07.1430 or 3.07.1435 of this chapter. The date for completion of a concept plan and the area of urban reserves to be planned will be jointly determined by Metro and the county and city or cities.

(b) A local government, in creating a concept plan to comply with this section, shall consider actions necessary to achieve the following outcomes:

(1) If the plan proposes a mix of residential and employment uses:

(C) A range of housing of different types, tenure and prices addressing the housing needs in the prospective UGB expansion area in the context of the housing needs of the governing city, the county, and the region if data on regional housing needs are available, in order to help create economically and socially vital and complete neighborhoods and cities and avoiding the concentration of poverty and the isolation of families and people of modest means;

Metro Regional Framework Plan

1.3 Housing Choices and Opportunities

It is the policy of the Metro Council to:

LCDC's "Housing Program" includes this statement and statutory references which we could reference as a starting point:

1.3.1. Provide housing choices in the region, including single family, multi-family, ownership and rental housing, and housing offered by the private, public and nonprofit sectors, paying special attention to those households with fewest housing choices.

1.3.2. As part of the effort to provide housing choices, encourage local governments to ensure that their land use regulations: a. Allow a diverse range of housing types; b. Make housing choices available to households of all income levels; and c. Allow affordable housing, particularly in Centers and Corridors and other areas well-served with public services and frequent transit service.

1.3.3. Reduce the percentage of the region's households that are cost-burdened, meaning those households paying more than 50 percent of their incomes on housing and transportation.

Metro's Code and policy documents refer to "housing needs" and "needed housing which should conform to statutory definitions of "needed housing":

ORS 197A.018 Definition of "needed housing."

(1) As used in ORS chapter 197A, and except as provided in subsection (2) of this section:

(a) "Needed housing" means housing by affordability level, as described in ORS 184.453 (4), type, characteristics and location that is necessary to accommodate the city's allocated housing need over the 20-year planning period in effect when the city's housing capacity is determined.

(b) "Needed housing" includes the following housing types:

(A) Detached single-family housing, middle housing types as described in ORS 197A.420 and multifamily housing that is owned or rented;

(B) Government assisted housing;

(C) Mobile home or manufactured dwelling parks as provided in ORS 197.475 to 197.493;

(D) Manufactured homes on individual lots planned and zoned for single-family residential use that are in addition to lots within designated manufactured dwelling subdivisions;
(E) Housing for agricultural workers;
(F) Housing for individuals with a variety of disabilities, related to mobility or communications that require accessibility features;
(G) Housing for older persons, as defined in ORS 659A.421;
(H) Housing for college or university students, if relevant to the region; and
(I) Single room occupancies as defined in ORS 197A.430.

ORS 197A.348 Definition of "needed housing."

(1) As used in ORS 197A.350 and this section, "needed housing" means all housing on land zoned for residential use or mixed residential and commercial use that is determined to meet the need shown for housing within an urban growth boundary at price ranges and rent levels that are affordable to households within the county with a variety of incomes, including but not limited to households with low incomes, very low incomes and extremely low incomes, as those terms are defined by the United States Department of Housing and Urban Development under 42 U.S.C. 1437a. "Needed housing" includes the following housing types:
(a) Attached and detached single-family housing, middle housing types as described in ORS 197A.420 and multiple family housing for both owner and renter occupancy;
(b) Government assisted housing;
(c) Mobile home or manufactured dwelling parks as provided in ORS 197.475 to 197.493;
(d) Manufactured homes on individual lots planned and zoned for single-family residential use that are in addition to lots within designated manufactured dwelling subdivisions;
(e) Agriculture workforce housing; and
(f) Single room occupancies as defined in ORS 197A.430.

ORS 197A.350 Determination of housing capacity and accommodation of needed housing by Metro.

(1) This section applies only to Metro.
(2)(a) Metro shall demonstrate that its regional framework plan provides sufficient buildable lands within the urban growth boundary established pursuant to statewide planning goals to accommodate estimated housing needs for 20 years:
. . . .
(3) In performing the duties under subsection (2) of this section, Metro shall:
(a) Inventory the supply of buildable lands within the urban growth boundary and determine the housing capacity of the buildable lands; and
(b) Conduct an analysis of existing and projected housing need by type and density range, in accordance with all factors under ORS 197A.348 and statewide planning goals and rules relating to housing, to determine the number of units and amount of land needed for each needed housing type for the next 20 years.

. . . .

(6) If the housing need determined pursuant to subsection (3)(b) of this section is greater than the housing capacity determined pursuant to subsection (3)(a) of this section, Metro shall take one or both of the following actions to accommodate the additional housing need:
(a) Amend its urban growth boundary to include sufficient buildable lands to accommodate housing needs for the next 20 years. . . .

(b) Amend its regional framework plan, functional plan or land use regulations to include new measures that demonstrably increase the likelihood etc.....

(7) Using the housing need analysis conducted under subsection (3)(b) of this section, Metro shall determine the overall average density and overall mix of housing types at which residential development of needed housing types must occur in order to meet housing needs over the next 20 years. If that density is greater than the actual density of development determined under subsection (5)(a)(A) of this section, or if that mix is different from the actual mix of housing types determined under subsection (5)(a)(A) of this section, Metro, as part of its periodic review, shall adopt measures that demonstrably increase the likelihood that residential development will occur at the housing types and density and at the mix of housing types required to meet housing needs over the next 20 years.

. . . .

(9) In establishing that actions and measures adopted under subsections (6) and (7) of this section demonstrably increase the likelihood of higher density residential development, Metro shall at a minimum ensure that land zoned for needed housing is in locations appropriate for the housing types identified under subsection (3) of this section, is zoned at density ranges that are likely to be achieved by the housing market using the analysis in subsection (3) of this section and is in areas where sufficient urban services are planned to enable the higher density development to occur over the 20-year period. Actions or measures, or both, may include those actions listed in ORS 197A.100 (3). [Formerly 197.296]

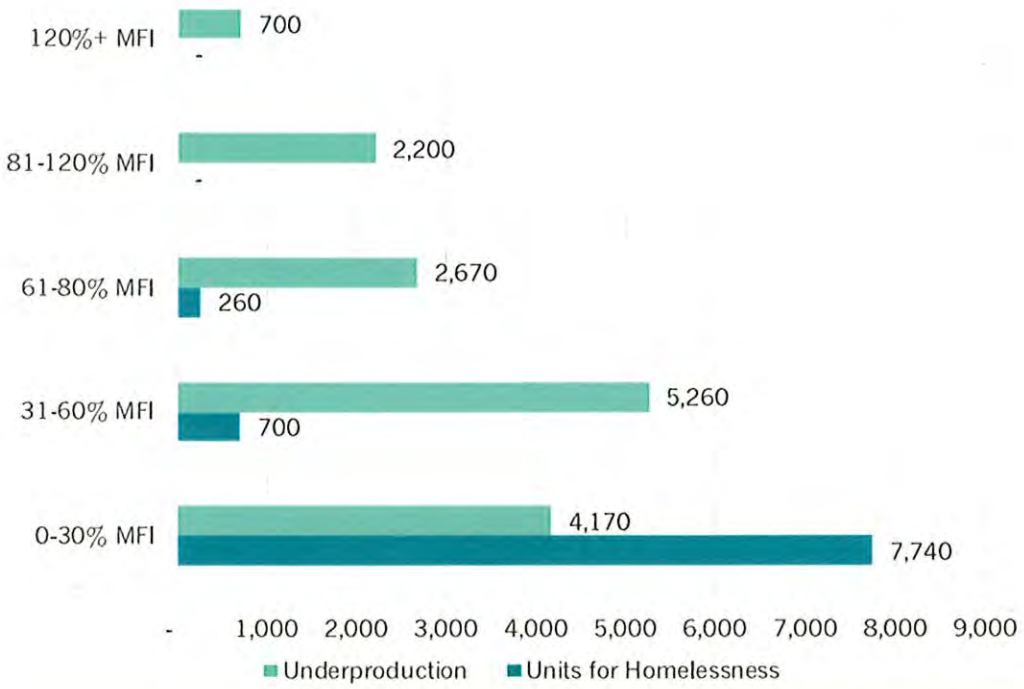
The data we have submitted shows that homes and rents in Sherwood are among the highest in the region and are not affordable to (most or all) households at or below the regional median family/household income. That gap is noted in Sherwood's own 2017 and 2019 housing needs analyses and in the "Attractive and Attainable Housing Draft Background Report" of July 15, 2020.

The high System Development Costs Sherwood will need to charge home developers to cover infrastructure costs will be passed along to home buyers and further decrease affordability, an impact documented in the *Oregon System Development Charges Study: Why they Matter and How they Affect Housing* December 2022.

All new housing in UGB expansion areas in Washington County is unaffordable. (See "Housing Affordability and Development in Hillsboro, OR", Diego Murphy-Mendez Spring 2024.) That is not surprising given the combination of high market demand, high construction costs and high SDCs. Given the information in the record about high housing costs in Sherwood, how do those costs relate to the region's housing needs as measured against the region's income?

The "existing housing need" is quantified in UGR Appendix 8A:

Figure 2. Metro Existing Housing Need by Income Level (Rounded)



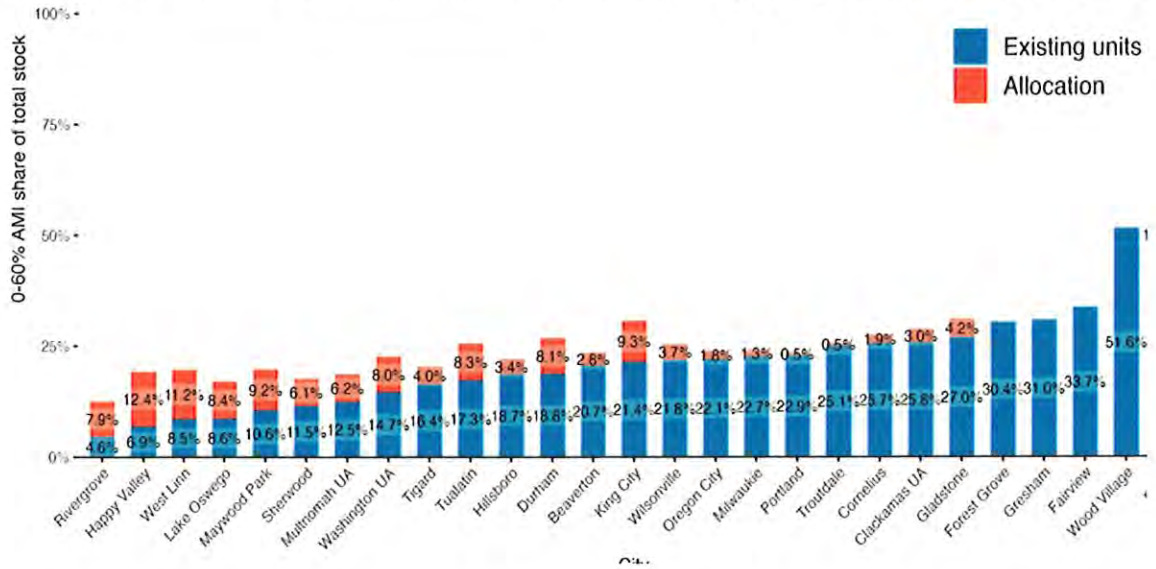
The Oregon Department of Administrative Services "Oregon Housing Needs Analysis: Interim Methodology" July 2024 which includes this determination of housing needs in the Portland metro region:

Figure 18. Metro Region 20-Year Needed Housing Units by Income Level and Component

Income Level	Current Need		Future Need			Total Need
	Underproduction	Units for Homelessness	Second & Vacation Homes	Demographic Units	Pop. Growth Units	
0-30%	4,274	9,806	-	6,569	11,837	32,486
31-60%	5,391	881	-	8,893	16,025	31,190
61-80%	2,738	331	-	6,221	11,210	20,499
81-120%	2,254	-	2,297	10,879	19,605	35,035
120%+	703	-	1,107	24,193	43,597	69,600
Metro	15,360	11,018	3,404	56,754	102,273	188,810

The DAS report also showed what Sherwood's proportional share of housing for incomes at or below 60% median family income:

Figure 13. Distribution of Units Affordable at Less Than 60% AMI by City– Current vs After Target Met



The Concept Plan does not address or include any measures showing or assuring that market prices for ownership and rents will meet needs identified in its own Housing Needs Analysis, the draft Urban Growth Report or the Department of Administrative Services draft regional housing needs report for very low income, low income and moderate income households or other forms of "needed housing," including farmworker housing, subsidized rent-restricted public, private and nonprofit housing, or manufactured homes and manufactured home parks.

There is nothing in the materials presented by Sherwood that would support a conclusion that the market rate housing built there would address any of the existing housing need for less than 81% MFI and perhaps very much of the need for families at 81% to 120% of MFI. WoSFA and perhaps others, will be submitting evidence that market housing in Sherwood will not address those needs.

According to Metro's most recent report on the regional affordable housing bond measure there is no affordable housing project that has been built nor any application to build one using the regional bond measure, in the city of Sherwood.

In support of its decision, Sherwood and Metro rely, in part, on Sherwood's 2019 Housing Needs Assessment (HNA.)

That HNA relies on data that is so outdated as to be an inappropriate basis for Metro's decision making. For example, here are key findings presented on page 25:

• *The median contract rent in Sherwood in the 2009-2013 period was $1,064, compared to Washington County's average of $852.*

• *Average rent in the Tigard/Tualatin/Sherwood area submarket was $1.13 per square foot in Fall 2014, lower than the regional average of $1.22 per square foot. Between Spring 2010 and Spring 2013, average rent in Tigard/Tualatin/Sherwood area increased by 38%, consistent with the regional increase of 36%.*

• *Thirty-eight percent of Sherwood's households were cost burdened (i.e.,*

paid more than 30% of their income on rent or homeownership costs) in the 2009-2013 period.24 This is consistent with the state averages.

Metro also relied on an EcoNorthwest analysis, Appendix 8A, that in turn relied on household "headship" data from the 2000 US Census.

Data about housing costs this old is not "an adequate factual basis", and may conflict with the statute requiring Metro to use data from the period *after* the last period review in determining whether various housing mixes and densities will be achieved.

Uncoordinated, inconsistent and contradictory factual assumptions and plan policies about regional needs for housing and jobs.

Metro has failed to consider the adopted buildable land inventories and housing production strategies adopted by cities in the region, in determining whether the identified need for more housing could be met through the already approved or drafted Housing Production Strategies, copies of which we are submitting with this memo.

Consider Portland's "Residential Buildable Lands Inventory:Methodology and Summary Results" Ordinance 191547, December 2023.

Here are the results of Portland's Buildable Land Inventory:

Net Residential Development Capacity

The results of the Buildable Lands Inventory show an estimated capacity for an additional 236,977 housing units in the City of Portland.

Table 8. Residential Capacity by District

District	Capacity (Dwelling Units)
Central City	67,052
East	38,527
North	22,621
Northeast	27,400
Southeast	47,785
West	33,593
Total	**236,977**

Source: BPS analysis

Whether or not Metro reconciles its own and the DAS calculations of needed housing for the region, (!88,810)units, with this analysis showing a single city has the capacity to meet the need for the entire region, is unknown, because the conflicting sources of data and proposal for production were not considered.

In addition, Metro should have considered the basis for, and the acreage of, additional residential and employment lands in the North Plains UGB expansion and Governor Kotek's designation of UGB expansion lands near Hillsboro for high tech manufacturing under SB 4.

The North Plains UGB expansion analysis and ordinance from 2023, its Economic Opportunity Analysis from May 2022 and Governor Kotek's recent draft SB 4 determination calling for 373

acres of flat Washington County farmland to be added to the UGB near Hillsboro, are provided for Metro's consideration (although we are confident these events and information are already well known to the Metro Council, Metro Council President and Metro staff.)

This failure to consider the inconsistent and contradictory facts and plans means Metro's decision does not have the adequate factual base required by Goal 2 and violates multiple coordination requirements in statute and administrative rules, as interpreted by LUBA.

The supporting materials for this argument also support the argument set out above regarding the inadequacy of Metro's October 2024 alternatives analysis.

There are several legal authorities imposing a mandatory duty on Metro to consider, reconcile and coordinate these conflicting sets of data and government actions.

0000(2):

Goal To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions. City, county, state and federal agency and special district plans and actions related to land use shall be consistent with the comprehensive plans of cities and counties and regional plans adopted under ORS Chapter 268.

. . . . Each plan and related implementation measure shall be coordinated with the plans of affected governmental units.

And see *1000 Friends of Oregon v. City of North Plains*, 27 Or LUBA 372 (1994); *City of Portland v. Washington County,* 27 Or LUBA 176 (1994) LUBA headnote:

Other housing coordination requirements are found in OAR Interpretation of Goal 10, the Metropolitan Housing Rule **660-007-0050**

Regional Coordination

(1) At each periodic review of the Metro UGB, Metro shall review the findings for the UGB. They shall determine whether the buildable land within the UGB satisfies housing needs by type and density for the region's long-range population and housing projections.
(2) Metro shall ensure that needed housing is provided for on a regional basis through coordinated comprehensive plans.

Regional coordination is a requirements of the OAR interpreting Goal 10 "Housing," 660-008-0000:
Purpose

OAR 660-008-0030
Regional Coordination
(1) Each local government shall consider the needs of the relevant region in arriving at a fair allocation of housing types and densities.
(2) The local coordination body shall be responsible for ensuring that the regional housing impacts of restrictive or expansive local government programs are considered. The local coordination body shall ensure that needed housing is provided for on a regional basis through coordinated comprehensive plans.

Consider the statute authorizing and shaping metropolitan service districts, including Metro, which includes a duty of plan coordination:

Metropolitan Service Districts ORS 268.380 Land-use planning goals and activities; coordination; review of local plans. (1) A district may:

(a) Adopt land-use planning goals and objectives for the district consistent with goals adopted under ORS chapters 195, 196, 197 and 197A;

(b) Review the comprehensive plans in effect on January 1, 1979, or subsequently adopted by the cities and counties within the district and recommend that cities and counties, as the district considers necessary, make changes in any plan to ensure that the plan conforms to the district's metropolitan area goals and objectives and the statewide goals;

(c) Coordinate the land-use planning activities of that portion of the cities and counties within the district; and

(d) Coordinate its activities and the related activities of the cities and counties within the district with the land-use planning development activities of the federal government, other local governmental bodies situated within this state or within any other state and any agency of this state or another state.

Recent legislation requires Metro to develop a regional housing coordination strategy. I have not determined when this strategy is required to be adopted or what its status is today, but if it has been adopted or is in process, Metro is should be directly addressing this coordination requirement:

ORS 197A.365

(1) Metro shall develop and adopt a housing coordination strategy under this section no later than one year after the deadline for completing a housing capacity determination under ORS 197A.350.

. . . .

(3) A housing coordination strategy must include a list of actions, including the adoption of measures and policies or coordinating actions among local governments and other entities within a region, that the regional entity shall undertake to promote:

(a) The development of needed housing;

(b) The development and maintenance of housing that is of diverse housing types, high-quality, physically accessible and affordable;

(c) Housing with access to economic opportunities, services and amenities; and

(d) Actions that affirmatively further fair housing as defined in ORS 197A.100.

(4) Actions constituting a housing coordination strategy may include:

(a) The identification or coordination of resources that support the production of needed housing, including funding, staff capacity or technical support at the regional or state level;

(b) The identification of local or regional impediments to developing needed housing, including financial, regulatory or capacity-related constraints;

(c) Regional strategies that coordinate production of needed housing between local governments within a region and that are developed in consultation with impacted local governments;

Coordination between plans is an important part of Goal 2, "Land Use Planning" OAR 660-015-

North District Mixed Employment Area

The COO recommendation and UGR concluded the region has a surplus of industrial land but justifies adding the land in the North District Mixed Employment Area (MEA) based on the regional need for 50-acre sites for high tech manufacturing. However, the Concept Plan and supporting documents plus testimony given during your proceedings, indicate that Sherwood intends to allow the land to be subdivided into small parcels in industrial and office parks, to serve a wide range of industrial and commercial uses in the MEA as it has in the Tonquin Employment Area. It is expressly opposed to establishing minimum parcel sizes for the ostensibly needed large lots, or to appropriately limiting potential uses.

It is not clear how this is consistent with the protection of 50-acre sites emphasized for concept plans in 3.07.1110(c)(3). (And that is because it is *inconsistent* with such protection.

The information submitted by the city's consultants, as supplemented by our evidence, shows that due to the limitations of Metro Title 13 and Title 6, existing slopes in parts of the MEA and, proposed roads, and the BPA high voltage transmission line, it will not be possible to assemble any 50-acre flat buildable parcels for high tech manufacturing.

We have provided this analysis as a series of excerpts from Sherwood's submission supplemented with Google Earth images and Google Earth generated acreage estimates.

The justification does not explain the inclusion of parcels that do not satisfy the specifications for large site industrial manufacturing cited by the UGR.

We have submitted materials about the sizes of sites and fab plant sizes and the 2022 report on the Oregon semiconductor manufacturing industry to highlight the gap between what that industry seeks in sites and what will be offered in the MEA. The decision maker should also review the Kidder Mathews 2024 third quarter report on Portland industrial lands in our materials.

We note that the key map of regional sites for high tech manufacturing cannot be reconciled with the materials on the MEA submitted by Sherwood and other parties.

To show what kind of industrial and commercial development Sherwood intends for the MEA, we have submitted information about the type and amount of employment in the Tonquin Employment Area, added to the UGB almost 20 years ago, a portion of which is or will be within Sherwood.

These contradictions mean the decision to endorse the inclusion of the MEA lacks an adequate factual basis under Goal 2 and related LUBA and appellate decisions .

Compliance with Other Metro Policies on Climate Change and Equity

Metro's UGR and related materials did not address or reconcile its proposed decision with a number of its "desired outcomes" and "Compact Urban Form" in the Regional Framework Plan:

Introduction

State law provides that the Regional Framework Plan must comply with statewide land use planning goals. The Oregon Land Conservation and Development Commission acknowledged the Regional Framework Plan and its implementing ordinances on December 8, 2000.

Under the Metro Charter and state law, cities and counties within Metro's boundaries are required to comply and be consistent with Metro's adopted Urban Growth Management Functional Plans and the Regional Framework Plan. . . . .

Chapter 1 Land Use

It is the policy of the Metro Council to exercise its powers to achieve the following six outcomes, characteristics of a successful region:

1. People live, work and play in vibrant communities where their everyday needs are easily accessible.
2. Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
3. People have safe and reliable transportation choices that enhance their quality of life.
4. The region is a leader in minimizing contributions to global warming.
5. Current and future generations enjoy clean air, clean water and healthy ecosystems.
6. The benefits and burdens of growth and change are distributed equitably.

The vast differences between Sherwood, in terms of affluence, race and ethnicity, and many other parts of the Portland region are starkly revealed in the 2022-23 high school profiles we have submitted.

The image and information about the luxurious new Sherwood High School, which was built on the 82 acres Metro added to the UGB on the other side of Highway 99 West (also discussed in the next section) may be more convincing about the dis-equity of what Metro proposes, than the student enrollment statistics.

Another perspective on the question of equity is the US Equal Opportunity Commission's report on Diversity in High Tech, the industry which Metro specifically seeks to promote in Sherwood.

It does not advance equity to focus more public investment and more sources of tax revenue in one of the most advantaged parts of the region, while others become poorer and more diverse.

As noted briefly above, placing more jobs at the very edge of the region, in a community with minimal transit service compared with many more central parts of the region, will increase greenhouse gas emissions due to commuting. (*See* the table on this subject referenced previously.)

Metro's Coordinated forecast for jobs and housing and demonstrated forecasting error in its 2017 Sherwood High School site UGB expansion.

Metro's UGR decision and land needs analysis cannot be reconciled with its own conflicting 2019 regional growth allocation ordinance and with the failure of the high school enrollment forecasts that were the basis for 2017 Sherwood High School UGB expansion. The Metro ordinance approving the UGB expansion, the Hearings Officer's findings relying on the enrollment forecasts, and the 2015 and 2022 Sherwood School District enrollment forecasts are in the materials we have submitted.

Part of LCDC Goal 14 administrative rules address Metro's role in established a regionally coordinated forecast for population, jobs, and households:

OAR 660-032-0030

Metro Area Population Forecasts

(1) Metro, in coordination with local governments within its boundary, shall issue a coordinated population forecast for the entire area within its boundary, to be applied by Metro and local governments within the boundary as the basis for a change to a regional framework plan, comprehensive plan or land use regulation, when such change must be based on or requires the use of a population forecast.

(2) Metro shall allocate the forecast to the cities and portions of counties within the Metro boundary for land use planning purposes.

It is certainly possible that Metro has adopted a coordinated regional forecast since 2019 that we have been unable to find. If so, then this argument is not applicable. If not, Metro has to reconcile the data and conclusions in its UGR decision with the official 2019 regional coordinated forecast attached to Ordinance 19-1457.

Goal 1 and Ethics Standards

Councilor Gonzalez's public endorsement of the Sherwood West UGB expansion prior to the receipt of public comment, prior to the consideration of any alternatives, prior to the Metro Council's deliberation and direction regarding the draft UGR's population and employment forecasts or conditions of approval, and after prior private meetings with Sherwood West proponents and the receipt of substantial campaign contributions from businesses and persons with an interest in the expansion, violates the spirit of Goal 1 and Metro's own "Public Engagement Process" principles. For these reasons he should have recused himself from Metro Council's decisionmaking process.

The relevant Metro legal authorities and policies are:

Metro Code
CHAPTER 2.17 CODE OF ETHICS
2.17.010 Purpose and Policy

(b) In adopting this Chapter, the Metro Council intends:
(2) To require Metro officials to operate under high ethical standards;
(3) To require Metro officials to treat their offices and positions as a public trust whose powers and resources are to be used for the benefit of the public and not for any personal benefit;

Metro EXECUTIVE ORDER 66 (1997)

PURPOSE The purpose of this Executive Order is to provide a statement of ethical principles that shall serve as guideposts for Metro officials.

TRUST

The purpose of Metro is to serve the public. Metro officials should treat their office as a public trust.

1. Metro's powers and resources are used for the benefit of the public rather than any official's personal benefit.

2. Metro officials ensure public respect by avoiding even the appearance of impropriety.

3. Policymakers place long-term benefit to the public as a whole above all other considerations, including important individuals and special interests. The public interest includes protecting the rights of under-represented minorities.

....

6. Citizens have a fair and equal opportunity to express their views to Metro officials.

OBJECTIVITY

Metro decisions are based on the merits of the issues. Judgment is independent and objective.

1. Metro officials avoid financial conflict of interest and do not accept benefits from people wanting to affect decisions.

EXAMPLES AND EXPLANATORY STATEMENTS Past experience has shown that certain activities by Metro officials may create the appearance of ethical conflicts. This section of this Executive Order sets forth examples of questionable behavior that should be avoided where possible.

Avoid the appearance that the personal, political or social agenda of non-elected officials is a substitute for Metro's policy decision process. . . . Personal involvement with political or social activities by Metro officials is acceptable. However, all Metro officials should avoid taking actions on behalf of Metro that create the impression that their own personal agendas are guiding their official actions at Metro, rather than being subject to Metro's policymaking procedures.

Metro "Public Engagement Guide" adopted April 2024

Desired outcomes:

• People have accessible information and meaningful opportunities to participate in programs, services, or decision-making processes at Metro.

• Metro creates welcoming spaces that encourage civic leadership and connection through community-led activities and building capacity for ongoing engagement.

• The Metro Council makes decisions that are well-informed and responsive to the needs and perspectives of the diverse communities of greater Portland.

Metro's guiding principles for meaningful public engagement are:

1. Public participation is an essential part of Metro's decision-making.

2. Transparency about decision-making is fundamental to successful public service and includes communicating about project outcomes and the impact of community contributions to the process.

3. Meaningful public engagement processes apply equity, diversity and inclusion strategies and tools to help identify and address the needs of impacted, underserved, and historically excluded communities.

Statewide Planning Goal 1: CITIZEN INVOLVEMENT OAR 660-015-0000(1)

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Thank you for your full consideration of the matters raised above and in our supporting materials, as well as in the written and oral testimony of other highly concerned parties with expertise in this matter, including members of the West of Sherwood Farm Alliance.

Respectfully submitted,

Jeffrey L. Kleinman

Jeffrey L. Kleinman
Attorney for West of Sherwood Farm Alliance

cc: Roger Alfred, Metro Counsel
clients

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November 21, 2024

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Testimony on behalf of the West of Sherwood Farm Alliance
Before the Metro Council at its Hearing on the Draft Urban Growth Report, Ordinance and Urban Growth Boundary Decision

November 21, 2024

Council President Peterson, Metro Councilors, Metro staff and fellow community members, I am Jeff Kleinman. I am the attorney representing West of Sherwood Farm Alliance.

Alliance members have been observing and participating in Metro's urban growth report and urban growth boundary amendments since February of this year.

In their oral, online, electronic and paper testimony, they have been expressing and explaining their opposition to the proposed UGB expansion west of Sherwood.

For your final hearing, I am reiterating, clarifying and supplementing the Alliance's arguments and supporting information, in the form of a letter and a binder/binders of supporting evidence provided to your legal counsel/clerk/staff. I am also providing an electronic copy for your convenience and the convenience of your staff.

The concerns, issues and information the Alliance has presented previously and today identify many very specific problems with your legal analysis, gaps and contradictions in your factual foundations, and defects in the process used.

In the few minutes you allow for public testimony, it is not possible for to summarize them, let alone share them in any detail.

That is why it is so important for you to read the Alliance's letter and carefully review the supporting evidence.

We support and adopt as our own the critiques offered by other participants stating their opposition to this ill-founded proposal, including Housing Land Advocates, 1000 Friends of Oregon and Tualatin River Keepers.

Thank you for this opportunity to testify.

HOME BUILDING ASSOCIATION
OF GREATER PORTLAND

November 21st, 2024

Metro President and Council
600 NE Grand Ave.
Portland, OR 97232

RE: Metro's 2024 Urban Growth Report and Sherwood's Urban Growth Boundary Expansion

Dear President Peterson and Metro Councilors,

The Home Building Association of Greater Portland represents thousands of businesses and individuals seeking to address our biggest issues by building the housing, infrastructure, and jobs that make our region livable and economically vibrant. As a coalition of diverse interests, we believe that thriving communities are built through strong public and private partnerships. We want to thank Metro Council and staff for always working to include and engage a broad range of stakeholders in their public outreach.

To promote housing affordability and the vitality of our economy, we urge Council to vote YES to approve the Sherwood West UGB expansion request, as outlined in Ordinance No. 24-1520. This expansion is critical to meeting the demand for housing and jobs in our region.

The addition of at least 3,120 new housing units in Sherwood West will help address the region's significant housing shortages, particularly as the city's robust planning will include a variety of zoning types, including Cottage Clusters and other middle housing options. This development is vital in our region's efforts to provide more affordable and accessible housing for people at all-income levels.

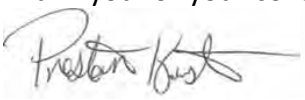
The proposed expansion will not only meet immediate housing needs but also help foster a more sustainable, connected community with nearby employment opportunities. It is essential that we focus on the development potential in Sherwood West as it is well-positioned for growth, with access to transportation, infrastructure, and high-value employment hubs that can support and sustain long-term investments.

We also appreciate the thoughtful approach with which the conditions of approval outlined in the ordinance were developed. They ensure responsible development and help prioritize affordability, sustainability, and accessibility. As informed by a variety of groups which HBA

participated, including Sherwood TAC, MTAC, and the UGR Roundtable, the plan outlined in this ordinance represents years of thoughtful community and technical engagement.

We want to express our gratitude to Metro staff and the Council for your dedicated service to our community. The work involved in long-range planning is challenging, particularly when engaging a wide range of stakeholders that do not always see eye to eye. We appreciate the efforts put into developing and reviewing Sherwood's 2024 UGB Expansion request. We urge you all to approve this ordinance.

Thank you for your consideration.



Preston Korst
Director of Public Policy and Government Affairs
Home Building Association of Greater Portland

Georgia Langer

From: Legislative Coordinator
Sent: Thursday, November 21, 2024 7:13 AM
To: Legislative Coordinator
Subject: FW: [External sender]Additional Information submitted to the record of Metro's UGR report and UGB decision

TO: roger.alfred@oregonmetro.gov, ted.reid@oregonmetro.gov
CC: kleinmanjl@aol.com, robertliberty9425@comcast.net, sherwoodfarmalliance@gmail.com
RE: Additional information submitted to the record of Metro's UGR report and UGB decision

Mr. Reid and Mr. Alfred,

I oppose the proposed Sherwood West UGB expansion because Sherwood North is slated for Industrial land on property that is a sanctuary for wildlife and is designated as Title 13. The current plan that the City of Sherwood proposes has inadequate solutions for traffic impact on the Chicken Creek watershed and inadequate information for mitigating the impact on wildlife that will be displaced by industrial activities on the land.
We live and farm on property in Sherwood North that has been in my family for over 75 years. I am a third generation owner. As one of the proud Oregon Small Woodland Owners, we have a management plan for our property. In that management plan, we are required to list and document the wildlife that we observe on our property. Our forest of largely Douglas Fir and Oregon Maple in the North of Sherwood West and the neighboring properties, provide habitat for Deer, Bobcat, Cougar, Coyote, Beaver, Canada Geese, Racoons and Opossum. We have a bobcat family that raises her young on our property every year. The forest in Sherwood North currently provides a pathway from the Wildlife Refuge through properties from Edy Rd to Lebeau Rd along Elwert to Chehalem Mountain, to Scholls and beyond. This forest supports nesting sites and habitat for Great Horned Owl, Barred Owl, Screech Owls, Barn Owls, Red Tailed Hawks, Bald Eagle, Osprey, Pileated Woodpeckers, hummingbirds, tanagers and Evening Grosbeaks to name a few of the birds that visit and nest in our woods.
Our management plan also required documentation of any historic sites. Our property had a historic one room settler's cabin on our property that was likely built sometime in the late 1800s.
Our property includes a private arboretum with trails throughout, that has over 120 varieties of trees that over the years has hosted multiple tours to Sherwood School District children, scouting organizations, garden clubs, assisted living residents and foresters from all over the world and continues to do so. Included in the arboretum is a grafting demonstration orchard with over 60 varieties of heritage apples and pears on 30 trees which provide unique apple varieties to the locals.
We have also conducted thinning operations of our forest 3 times in 30 years. We have a growing, thriving forest that coexists with wildlife and produces lumber for our sawmills and contractors in the area.

All of this will be wiped out by Industrial development if the City of Sherwood pursues this plan.

I understand that growth is inevitable and I am not opposed to growth. I also understand the State legislature requires industrial land, in addition to land for residential areas any time the UGB is increased. It seems that the City of Sherwood designated Industrial land in the most remote area of the proposed acreage as an afterthought, because it was required by the State. It makes no sense for Industrial land to be so far away from easy access to existing major transportation routes. The City of Sherwood's plan is shortsighted with little to no regard for the cost and implementation of the required infrastructure for an industrial site by placing it in Sherwood North. There is little to no information regarding mitigation efforts the impact of the requirements of an industrial site would have on the watersheds, forests and farmland that will be decimated by the proposed industrial growth

I am sending this email for consideration by the Metro Council as part of their deliberations on the Urban Growth Report and proposed Sherwood West urban growth boundary expansion on November 21.

Please confirm that this email has been made a part of the record of this proceeding.

Thank you for your assistance.

Sincerely,
Laurie Schroeder Marsh, 3rd Generation owner
18850 SW Schroeder Ln, Sherwood, OR 97140
****

Georgia Langer

From: David Nemarnik <dnemarnik@pcfreshco.com>
Sent: Thursday, November 21, 2024 2:15 PM
To: Roger Alfred; Ted Reid; Legislative Coordinator
Cc: Jeffrey L. Kleinman; ROBERT LIBERTY; Sherwood Farm Alliance
Subject: [External sender]Opposition to the Sherwood West Concept Plan Expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

November 21, 2024

Mr. Roger Alfred and Mr. Ted Reid

I am writing in opposition to the Sherwood West Concept Plan's 1291-acre expansion of Sherwood's city limits. Our family farms 262 acres of land starting directly adjacent to the proposed industrial lands. Family Farming is a capital-intensive business that requires long range planning. The size and scope of Sherwood's expansion plans will take valuable farmland out of production, increase traffic loads onto our already backed up roads, and reduce the land base needed to sustain the economic base and services for a viable farm economy. Simply put, Sherwood's plans are out of step with our regional needs for affordable high-density housing near existing infrastructure.

The Sherwood expansion shortchanges our regional neighbors of an equitable and efficient distribution of housing opportunities. In addition, the hundreds of millions in infrastructure needed will result in system development charges, paid by Sherwood taxpayers, and high-cost auto dependent sprawl.

In closing, our region simply must do better if we are to effectively address the challenge of affordable housing, preserving our valuable agricultural lands, protecting our wildlife / natural areas, and global warming.

*please confirm that this email has been made part of the record of this preceding.

Sincerely,

David Nemarnik
22075 SW Lebeau road
Shewrwood, OR 97140
503-320-5696

November 20, 2024

Metro Council **(via online portal)**
Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232-2736

RE: 2024 Urban Growth Management Decision – Sherwood West Expansion Proposal

Dear President Lynn Peterson and Councilors,

Housing Land Advocates ("HLA"), a non-profit organization that advocates for land use policies and practices that ensure an adequate and appropriate supply of affordable housing for all Oregonians, submits the following comments regarding the above matter. Please include these comments in the record for the above-referenced decision.

HLA urges the Metro Council deny the application for the proposed Sherwood West urban growth boundary expansion ("Expansion Proposal"). The Expansion Proposal will result in inequitable housing outcomes because the Sherwood West Concept Plan ("Concept Plan") on which the Expansion Proposal is based proposes to push middle housing to the edge of the City, while preserving low density, single-family housing at the City's core. The Expansion Proposal is inconsistent with the Statewide Planning Goals:

- Goal 2 - Land Use Planning,
- Goal 9 - Economic Development,
- Goal 10 - Housing,
- Goal 12 - Transportation, and
- Goal 14 - Urbanization.

In addition, the Expansion Proposal falls short of the requirements of Metro's Urban Growth Management Functional Plan Title 14 ("Title 14"), and fails to Affirmatively Further Fair Housing. While Sherwood may be eager to yet again expand its UGB, Metro should not accept the City's deficient proposal and instead should wait for and consider alternate proposals.[1]

A. <u>The Expansion Proposal does not satisfy the Statewide Planning Goals or Metro's Urban Growth Management Functional Plan</u>

In its Expansion Proposal cover letter, the City of Sherwood describes that the "Concept Plan leans into the production of missing middle housing and goes beyond the requirements of House Bill 2001." The City claims that it is "taking a bold approach to middle housing" by proposing cottage cluster and middle housing only zones "to ensure that smaller and more affordable units will be constructed" in Sherwood West.[2] However, the Concept Plan is ill-suited to address issues identified in the Sherwood Housing Analysis ("HNA")—including an increased demand for housing for the

[1] In 2017, Metro approved an 82-acre expansion of Sherwood's UGB.
[2] Concept Plan, Attachment A: Cover Letter ("Cover Letter") at 3.

elderly, which includes smaller and more dense units that should be centrally located instead of pushed out to the fringe, and in proposing an expansion that will place additional pressures on a regional highway system already overburdened by commuting. Further, the City has neglected to implement a similarly bold approach to middle housing within its existing boundaries, which is a primary reason that HLA opposes the expansion.

Ultimately, the Expansion Proposal with its narrative focus on going above and beyond to accommodate lower-cost housing types is really a disguise for bringing in additional lands for industrial and technological development. The Concept Plan makes clear that the Sherwood West area is attractive for its ability to expand the City's tax base by providing ample land for technology parks/clusters.[3] Sherwood's empty commitment to increasing land available for affordable housing is apparent in the City's Title 14 Findings, which lack an adequate factual base in violation of Goal 2, and in that the City continues to avoid upzoning or doing more than merely permitting greater density within the existing UGB. The City states:

> "Sherwood is meeting its obligation to plan for needed housing types for households at all income levels. However, the forecast in the HNA shows increased demand for lower-cost housing types *** To help meet this demand, Sherwood *allows* middle housing in all zones that allow single-family detached residences. Sherwood has removed density maximums for most middle housing types in residential zones to *encourage* the production of smaller and more affordable units."[4] (Emphasis added.)

While the City ostensibly allows middle housing within existing urban areas, the City concedes that this may be insufficient to stimulate production. Why, then, has the City chosen to relegate the proposed cottage cluster and middle housing only zones, which the City represents as the only surefire way to ensure the development of lower-cost housing types, to the fringes? The plain answer is that Sherwood wants to preserve the low density, single-family housing typology that, as the City itself acknowledges, predominates in the City's core.[5] *See* Attachment 1 City of Sherwood Plan and Zone Map.

Such an action, though it may not be inconsistent with the baseline requirements of HB 2001, is inconsistent with the spirit of state and Metro housing law, in particular Goal 10, OAR Ch. 660-007 (the Metropolitan Housing Rule), and Metro's Urban Growth Management Functional Plan Title 7, which require the City to meaningfully encourage middle housing within its existing boundaries, and the express language of Title 14, § 3.07.1425(d)(4), which requires that the "city responsible for preparing the concept plan has implemented best practices for preserving and increasing the supply and diversity of affordable housing in its existing urban areas." Additionally, Goal 14 requires that, "[p]rior to expanding an urban growth boundary, local governments shall demonstrate that needs cannot reasonably be accommodated on land already inside the urban growth boundary," which Sherwood has failed to do, considering that the City could have reasonably achieved greater housing density within the existing UGB using the same middle housing only zoning scheme.

Further, the Expansion Proposal lacks meaningful analysis of opportunities within Sherwood West that might be available to lower income households—specifically, jobs offering living wage salaries—and adequate transportation to existing employment and commercial centers (especially for

[3] Concept Plan, Attachment B: Title 14 Findings ("Title 14 Findings") at 17, 21-22.
[4] *Id.* at 3.
[5] Title 14 Findings at 4.

the elderly, which the HNA calls out as a growing section of Sherwood's population and who tend to face greater challenges to mobility). According to the HNA, 91% of Sherwood's working residents commute outside the City, and about 85% of those who work in the City live outside the City.[6] The City states that the cottage cluster and middle housing only zones "are planned in or near commercial and employment centers to reduce dependency on vehicles to further reduce the cost of living by reducing the dependency on cars and regional commutes."[7] However, the "commercial and employment centers" included in the Concept Plan center on wine tourism and the high-tech sector. These "opportunities" are false promises for those with lower incomes or living in poverty. Ultimately, the City's vision for Sherwood West caters to the affluent population living in the existing boundaries of the City, where low-income communities will continue to be priced out. *See* Attachment 2, figures from Washington County's Consolidated Plan, Appendix C: Housing Market Analysis Supplement showing the high cost of rent and housing in Sherwood as compared to other cities in Washington County. The Expansion Proposal states that the Concept Plan "illustrates how Sherwood West could be incorporated into the fabric of the City over time."[8] But, as it stands, no concrete actions are included within the Concept Plan to link together Sherwood West to existing transit options (the nearest bus stop is over a mile away).

The City's lacking of analysis of the relationship between the proposed residential, employment, and commercial uses in Sherwood West is inconsistent with Goal 9 and Goal 12, which contemplate fact-based, considered choices regarding development of the economy and transportation systems, respectively, and with Title 14, § 3.07.1425(d)(5), which requires that the "city responsible for preparing the concept plan has taken actions to advance Metro's six desired outcomes set forth in Chapter One of the Regional Framework Plan," including, but not limited to,

> 1) People live, work and play in vibrant communities where their everyday needs are easily accessible;
> 2) Current and future residents benefit from the region's sustained economic competitiveness and prosperity;
> 3) People have safe and reliable transportation choices that enhance their quality of life; and
> 4) The benefits and burdens of growth and change are distributed equitably.

None of these outcomes are advanced by the Concept Plan.

B. <u>The Expansion Proposal does not Affirmatively Further Fair Housing</u>

The Concept Plan is contrary to the State's commitment to Affirmatively Furthering Fair Housing ("AFFH"). *See* ORS 184.451(1)(b), ORS 197A.100(2)(d), and ORS 197A.100(3)(d). Income status is recognized as a proxy for protected classes, including but not limited to race, ethnicity, and disability. Lumping the more affordable housing options together and isolating them from the rest of the City amounts to segregatory zoning. AFFH includes "meaningful actions that, when taken together, address significant disparities in housing needs and access to opportunity and replace segregated living patterns with truly integrated and balanced living patterns to transform racially and ethnically concentrated areas of poverty into areas of opportunity and foster and maintain compliance with civil rights and fair housing laws." ORS 197A.100(9). The Concept Plan works in the opposite direction, reinforcing Sherwood's patterns of spatial segregation.

[6] HNA at 33.
[7] Cover Letter at 3.
[8] Title 14 Findings at 10.

HLA and the Fair Housing Council of Oregon ("FHCO") have previously warned both the City of Sherwood and Metro that Sherwood's practice of modern-day redlining must stop. *See* Attachment 3, letter to the Sherwood Planning Commission. Even earlier, in 2018, Sherwood initially considered participating in an out-of-cycle UGB expansion, but as soon as affordable housing was mentioned as part of the expansion goals, the City abandoned its plan to apply. At that time, Metro did not take action to insist that Sherwood needed to take steps to address affordability, and thus, exclusionary zoning in Sherwood continues. In 2021, Sherwood proposed to meet its housing obligations through annexations from Brookman and Sherwood West, skirting the most direct methods—upzoning and densification. It is shameful that in 2024, these thinly veiled discriminatory practices persist, and approval of this expansion would continue to let Sherwood off the hook. Now is the time for Metro to act.

The Concept Plan is not the forward-looking, altruistic document the City of Sherwood purports it to be. Accordingly, the Council should deny the Expansion Proposal. Please provide written notice of your decision to HLA, c/o Jennifer Bragar, at 121 SW Morrison Street, Suite 1850, Portland, OR 97204.

Thank you for your consideration.

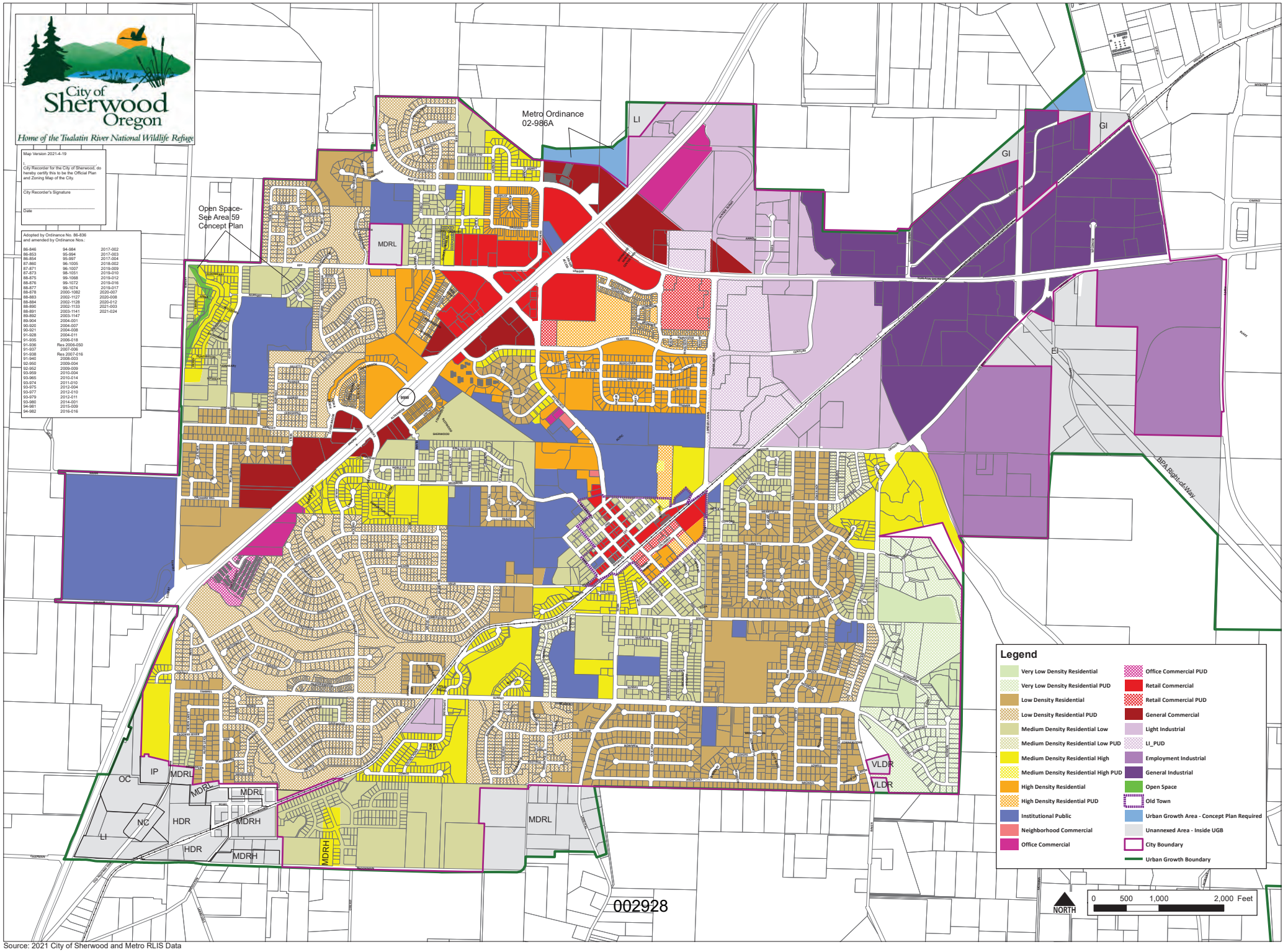
Sincerely,

/s/ Jennifer Bragar

Jennifer Bragar
Board President

cc:
Board
FHCO

City of Sherwood Plan and Zone Map



Source: 2021 City of Sherwood and Metro RLIS Data

Figure C-20. Change in Median Gross Rent, All Renter-Occupied Units, Urban and Rural Cities, 2012 and 2017

Note:

Includes all types of renter-occupied units, including multifamily and single-family units.

Source:

2012 and 2017 5-year American Community Survey (ACS).

	2012	2017	2012 to 2017 Change #	2012 to 2017 Change %
Banks (Rural)	$869	$1,184	$315	36%
Beaverton	$935	$1,172	$237	25%
Cornelius	$920	$925	$5	1%
Durham	$844	$1,076	$232	27%
Forest Grove	$756	$900	$144	19%
Gaston (Rural)	$627	$970	$343	55%
Hillsboro	$1,034	$1,249	$215	21%
King City	$984	$997	$13	1%
North Plains (Rural)	$939	$958	$19	2%
Sherwood	$1,212	$1,427	$215	18%
Tigard	$920	$1,094	$174	19%
Tualatin	$975	$1,154	$179	18%
Washington County	**$961**	**$1,183**	**$222**	**23%**

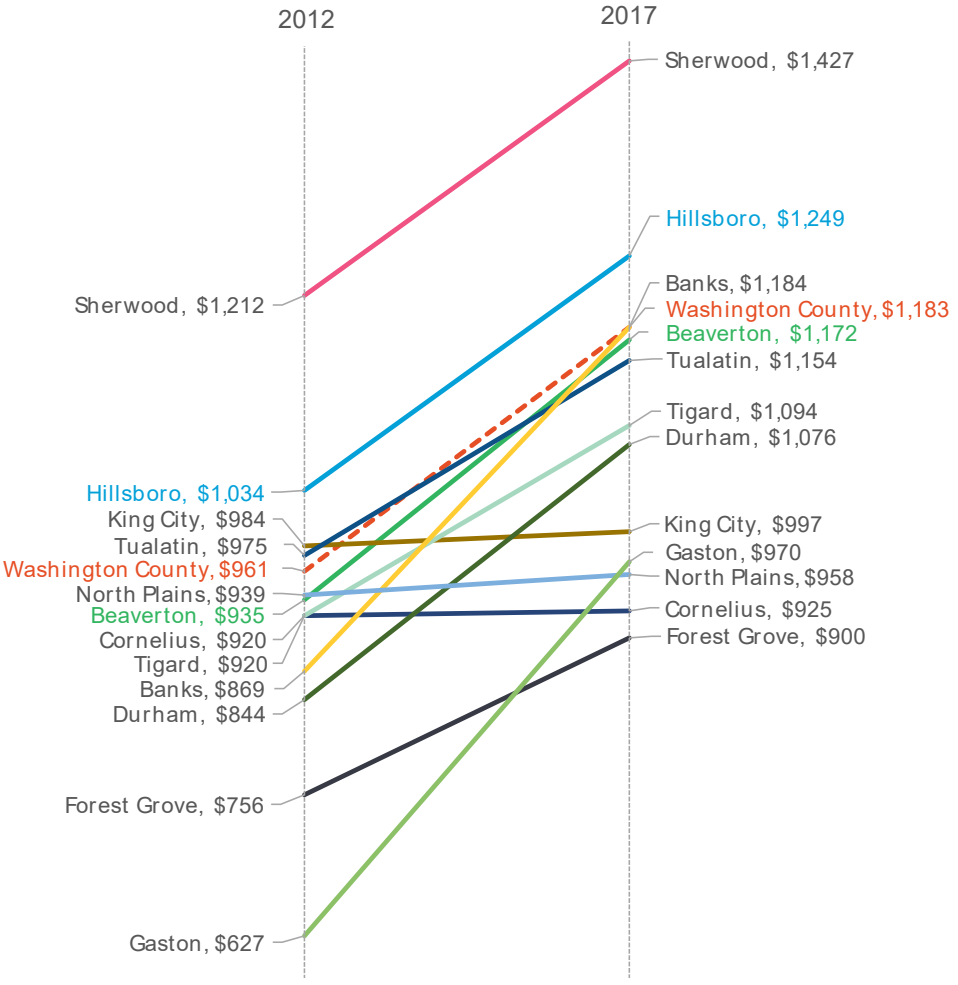


Figure C-22. Change in Median Home Value, All Owner-Occupied Units, Urban and Rural Cities, 2012 and 2017

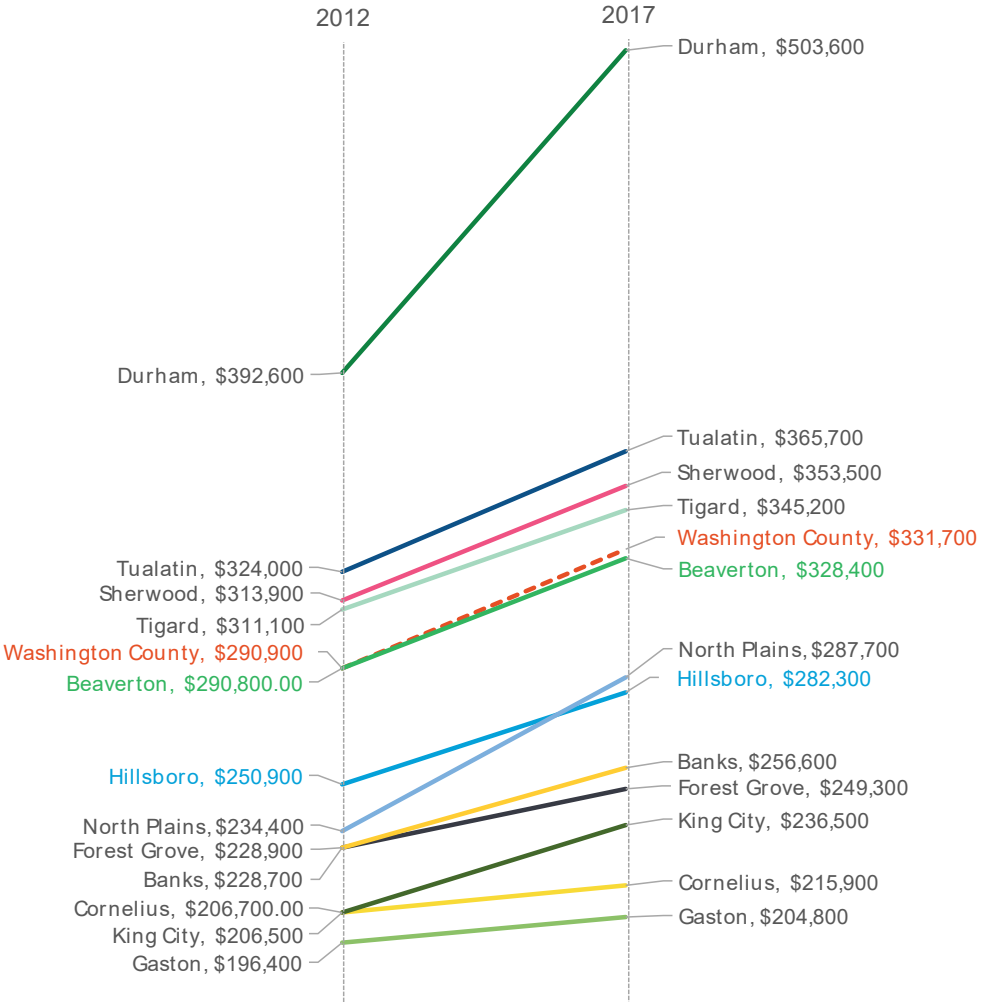
Note:

Includes all types of owner-occupied units, including single-family detached and attached units.

Source:

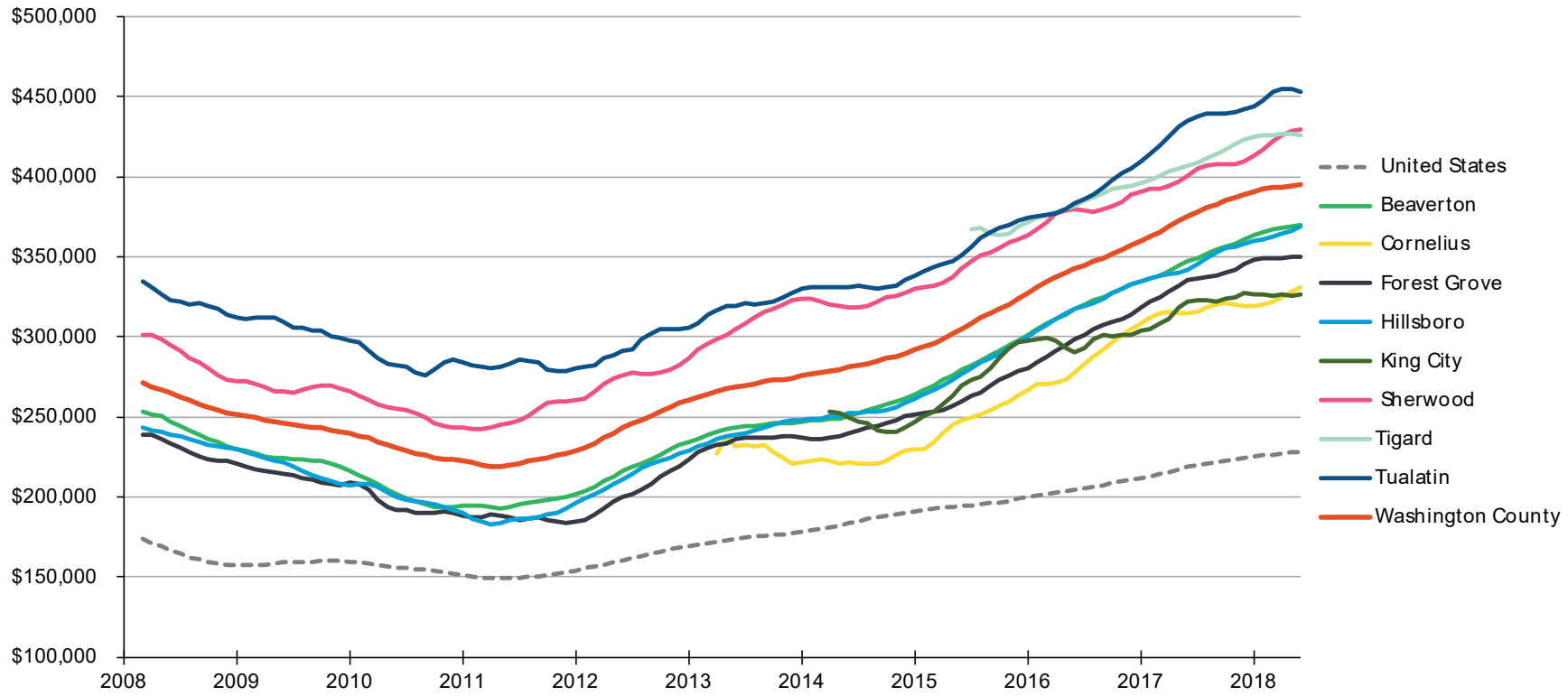
2012 and 2017 5-year American Community Survey (ACS).

	2012	2017	2012 to 2017 Change #	2012 to 2017 Change %
Banks (rural)	$228,700	$256,600	$27,900	12%
Beaverton	$290,800	$328,400	$37,600	13%
Cornelius	$206,700	$215,900	$9,200	4%
Durham	$392,600	$503,600	$111,000	28%
Forest Grove	$228,900	$249,300	$20,400	9%
Gaston (rural)	$196,400	$204,800	$8,400	4%
Hillsboro	$250,900	$282,300	$31,400	13%
King City	$206,500	$236,500	$30,000	15%
North Plains (rural)	$234,400	$287,700	$53,300	23%
Sherwood	$313,900	$353,500	$39,600	13%
Tigard	$311,100	$345,200	$34,100	11%
Tualatin	$324,000	$365,700	$41,700	13%
Washington County	**$290,900**	**$331,700**	**$40,800**	**14%**



Among all communities, sale prices decreased after the Great Recession, but started to recover in mid-2011. As of May 2019, home sale prices have surpassed post-recession prices. Currently, Tualatin has the highest median sale price and King City has the lowest.

Figure C-25.
Median Home Sale Price, 12-Month Rolling Average, 2008 to 2019 (YTD)



Note: Data for 2019 is year to date (through May). Historical sale data for Cornelius, King City, and Tigard is not available for all years. Zillow does not provide home sales data for Aloha, Banks, Durham, Gaston, or North Plains.

Source: Zillow.

October 25, 2021

Sherwood Planning Commission
c/o Erika Palmer
22560 SW Pine Street
Sherwood, OR 97140

Re: Major text amendment to the Sherwood Comprehensive Plan that will replace the document in its entirety with updated goals and policies. (LU 2021-020 PA)

Dear Planning Commission Members:

This letter is submitted jointly by Housing Land Advocates (HLA) and the Fair Housing Council of Oregon (FHCO). Both HLA and FHCO are non-profit organizations that advocate for land use policies and practices that ensure an adequate and appropriate supply of affordable housing for all Oregonians. FHCO's interests relate to a jurisdiction's obligation to affirmatively further fair housing. Please include these comments in the record for the above-referenced proposed amendment.

As you know, all amendments to the City's Comprehensive Plan and Zoning map must comply with the Statewide Planning Goals. ORS 197.175(2)(a). When a decision is made affecting the residential land supply, the City must refer to its Housing Needs Analysis (HNA) and Buildable Land Inventory (BLI) in order to show that an adequate number of needed housing units (both housing type and affordability level) is supported by the residential land supply after enactment of the proposed change. Goal 10 findings are also required for code changes affecting residential development feasibility, such as parking standards and setbacks.

The staff report for the proposed amendments to the Sherwood Comprehensive Plan recommend their approval. This conclusion is contingent on the Goal 10 findings contained within the report, articulating that "Sherwood plans for a complete community that balances housing needs," and then suggests Goal 10 is satisfied. However, based on Sherwood's own HNA this statement is not supported. Sherwood has a deficit of 608 dwelling units, the largest number in the Medium to High Density Zones. The HNA states that affordable housing types (apartments, townhomes,

etc.) are needed to serve the 31% of Sherwood residents that have incomes below 80% Median Family Income (MFI). Yet, the amendments advance that the only way to meet these goals is through achieving compliance with the Metropolitan Housing Rule and performing annexations. In contrast to other cities, this approach does not consider the most direct method of meeting its housing obligations upzoning and increasing densities in order to fulfill the city's housing needs.

Additionally, even if the city could meet its deficit of higher density zoned land through annexations from Brookman and Sherwood West, as the amendments contend, this would create a mimicry of redlining, with the more affordable housing options lumped together and isolated from the rest of the city. The new housing recommendations of the Sherwood comprehensive plan would meet the minimum requirements of the Metropolitan Housing Rule, but it would ensure default segregation (if not outright exclusion) of Sherwood's more vulnerable present or future residents. See Attachment 1, describing HLA's concerns about Sherwood's patterns of segregation. The required Goal 10 findings must demonstrate that the changes do not leave the City with less than adequate residential land supplies with respect to the types, locations, and affordability ranges affected. *See Mulford v. Town of Lakeview*, 36 Or LUBA 715, 731 (1999) (rezoning residential land for industrial uses); *Gresham v. Fairview*, 3 Or LUBA 219 (same); see also, *Home Builders Assn. of Lane Cty. v. City of Eugene*, 41 Or LUBA 370, 422 (2002) (subjecting Goal 10 inventories to tree and waterway protection zones of indefinite quantities and locations).

Moreover, the City's track record with annexations shows that annexation is not a problem solver for housing. For example, Sherwood annexed land to expand its high school. Instead of planning for a mix of housing on ample land available for such use in proximity to the new high school, the City instead prioritized massive sports field. In fact, that school site search said that having a single high school mascot was more important than even considering the possibility of two high schools – such that housing opportunities could have been, but were not, considered in a the mix of school sites that could have alternately been considered. See Attachment 2, an excerpt of the decision approving high school annexation. The City has not taken a proactive approach to building up its housing supply or building-in affordability to that supply.

Significantly, Sherwood ranked near the bottom of large cities in housing production during 2020. Attachment 3.

HLA and FHCO urge the commission to defer adoption of the proposed amendments until adequate Goal 10 findings can be made, and the proposal evaluated under the HNA and BLI. Thank you for your consideration. Please provide written notice of your decision to, FHCO, c/o Allan Lazo, at 1221 SW Yamhill Street, #305, Portland, OR 97205 and HLA, c/o Jennifer Bragar, at 121 SW Morrison Street, Suite 1850, Portland, OR 97204. Please feel free to email Allan Lazo at information@fhco.org or reach him by phone at (503) 223-8197 ext. 104.

Thank you for your consideration.

Allan Lazo
Executive Director
Fair Housing Council of Oregon

Jennifer Bragar
President
Housing Land Advocates

cc: Kevin Young (kevin.young@state.or.us)
Metro Council
Roger Alfred

Attachment 1

Housing Land Advocates

BY EMAIL

December 4, 2018

President Tom Hughes and Metro Councilors
600 NE Grand Avenue
Portland, OR 97232

Re: UGB Expansion Proposals

Dear President Hughes and Metro Councilors,

As Metro considers proposals to expand the urban growth boundary, Housing Land Advocates ("HLA") believes that it is imperative that Metro recommit to providing present and future urban Clackamas, Washington, and Multnomah County residents with greater access to affordable housing. By Metro's authority within Oregon's statewide land use system, and pursuant to state and federal requirements as set forth below, HLA believes the time for Metro to integrate these obligations into any plans to expand the urban growth boundary is now. Please include this letter in the record.

I. Federal Case Law

As the elected body to represent and govern regional planning for more than 1.5 million Oregonians, Metro sets policies that profoundly affect local governments that are federal funding recipients. To support local entities in efforts to obtain funding for affordable housing endeavors and sustain grants, Metro must undertake all necessary measures to ensure that zoning ordinances and policies do not impede access to affordable housing.

Under the federal Fair Housing Act ("FHA"), it is unlawful to "otherwise make unavailable … a dwelling to any person because of race, color, religion, sex familial status, or national origin."[1] Pursuant to the decision in *Metropolitan Housing Development Corp. v. Arlington Heights* (*"Arlington Heights"*)[2] effect, rather than motivation, has long been the

[1] 42 USC §3601.

[2] 616 F.2d 1006 (7th Cir. 1980). The procedural background in *Arlington Heights* included the Supreme Court' consideration of whether the zoning decision at issue could be construed as violating the Equal Protection Clause. *Arlington Heights v. Metropolitan Housing Development Corporation*, 429 U.S. 252 (1977). The Supreme Court ruled that no federal constitutional violation occurred because under its then-recent decision in *Washington v. Davis,* 426 U.S. 229, 240-242 (1976), as no intent to discriminate was shown. The Supreme Court remanded the case to the 7th Circuit to consider whether discriminatory effect violates the FHA. The case was subsequently settled; however, the Seventh Circuit set out four factors to analyze the effects of housing discrimination that could not be shown to be intentional. These factors were effectively adopted by the Supreme Court in *Texas Dept. of Housing and Community Affairs v. Inclusive Communities Project, Inc.*, 576 U.S. ___ , 135 S.Ct. 2507, 192 L.Ed.2d 514 (2015).

touchstone in determining whether a government entity has denied individuals housing on the basis of race or interfered with the right to equal housing opportunities under the FHA.[3]

In *Arlington Heights*, the defendant city's zoning ordinance prohibited the Metropolitan Housing Development Corp. from building new low-cost housing that would be available to racial minorities. On remand the 7th Circuit held that if the challenged zoning ordinance had the ultimate effect of keeping members of protected classes out of the predominantly white suburban city, the defendant city was obligated under the FHA to refrain from implementing the zoning ordinance. As the City of Portland similarly noted in its June 17, 2011, Fair Housing Plan Analysis of Impediments, zoning that excludes or deters multi-family housing might result in the concentration of protected classes in particular areas of a city,[4] and as *Arlington Heights* indicated, such zoning ordinances might result in an FHA violation. Therefore, Metro's obligation does not end with simple policy choices. Rather, Metro unquestionably has an affirmative duty to alleviate discriminatory effects of its member jurisdiction's historic zoning decisions as they move forward to create modern plans.

Further, under Executive Order No. 12892, recipients of federal funding for "all programs and activities related to fair housing and development" have an affirmative duty to further fair housing.[5] The U.S. Department of Housing and Urban Development ("HUD") has defined three elements that certify a recipient in affirmatively furthering fair housing ("AFFH") and therefore in compliance with criteria crucial for maintaining or receiving such funds. The three elements to obtain certification are: (i) an Analysis of Impediments ("AI") to Fair Housing Choice; (ii) actions to overcome the effects of any impediments identified through the analysis; and (iii) records reflecting the actions taken in response to the analysis. As a recipient of federal transportation dollars, Metro must ensure that these three elements are being met, at least to the extent that Metro is responsible for reviewing and approving transportation and land use plans of member jurisdictions, and allocation of federal transportation funding throughout the region.

More recently, in *United States Anti-Discrimination Center of Metro New York v. Westchester County* ("*Westchester County*"), the county was found liable because its AI failed to

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[3] *See also U.S. v City of Black Jack, Missouri*, 508 F2d 1179, 1181 (8th Cir. 1974) (holding that a local ordinance that was shown to have racially discriminatory effect, and was not justified by a compelling government interest, violated the FHA).

[4] "*Fair Housing Plan 2011: An Analysis of Implements to Fair Housing Choice and the Strategies to Address Them.*" City of Portland, Gresham, and Multnomah County. Available at https://www.portlandoregon.gov/phb/article/653184 (Accessed November 29, 2018).

[5] Executive Order 12892, LEADERSHIP AND COORDINATION FOR FAIR HOUSING IN FEDERAL PROGRAMS: AFFIRMATIVELY FURTHERING FAIR HOUSING.

> "...[A]ll executive departments and agencies shall administer their programs and activities relating to housing and urban development (including any Federal agency having regulatory or supervisory authority over financial institutions) in a manner affirmatively to further the purposes of the [Fair Housing Act] … the phrase programs and activities shall include programs and activities operated, administered, or undertaken by the Federal Government; grants; loans; contracts; insurance; guarantees; and Federal supervision or exercise of regulatory responsibility (including regulatory or supervisory authority over financial institutions)."

See also 24 CFR Parts 5, 91, 92, 570, 575, 576, and 903.

include any mention or analysis of impediments to fair housing by race and ethnicity.[6] In December 2010, HUD rejected the county's revised AI for failure to "make any material link between those impediments [to fair housing choice] and the actions the County will take to overcome them."[7] As a result, in addition to identifying impediments to fair housing choice in their AIs, counties must show a "material link" between the impediments and their proposed recommendations to ameliorate the impediments. Although the second and third AFFH requirements were not at issue in the *Westchester County* case, Metro must take affirmative and concrete steps to overcome impediments, and to keep records reflecting the actions taken. Metro should remember this instruction when undertaking its planning and coordination functions.[8]

II. Metro Authority – Oregon Statutory Obligations

Metro has an affirmative duty to ensure that the comprehensive plans of cities and counties within its jurisdiction address their respective affordable housing needs.[9] Existing law gives Metro the authority to conduct reviews of local jurisdictions' comprehensive plans and to propose changes to bring these plans into compliance with Statewide Planning Goals, including Goal 10,[10] which requires a local jurisdiction to conduct a housing needs analysis ("HNA") and adopt a plan to accommodate current and future housing needs.[11]

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[6] *United States Anti-Discrimination Center of Metro New York v. Westchester County,* 668 F.Supp.2d 548, 562–65 (S.D.N.Y.2009).

[7] HUD Priv. Lrt. Rule (Dec. 21, 2010) Available at https://prrac.org/pdf/12-21-2010_HUD_Response_to_Westchester_AI.pdf (Accessed November 29, 2018).

[8] HUD's Fair Housing Planning Guide defines an AI as "a comprehensive review of a jurisdiction's laws, regulations, and administrative policies, procedures, and practices affecting the location, availability, and accessibility of housing, as well as an assessment of conditions, both public and private, affecting fair housing choice." "Impediments to fair housing choice are any actions, omissions, or decisions taken because of race, color, religion, sex, disability, familial status, or national origin that restrict housing choices or the availability of housing choices, or any actions, omissions, or decisions that have [such an] effect." Fair Housing Planning Guide at 4-4. Available at https://prrac.org/pdf/12-21-2010_HUD_Response_to_Westchester_AI.pdf (Accessed December 4, 2018).

[9] Metro Code (Or.) §3.07.730. Cities and counties within the Metro region shall ensure that their comprehensive plans and implementing ordinances:

A. Include strategies to ensure a diverse range of housing types within their jurisdictional boundaries.
B. Include in their plans actions and implementation *measures designed to maintain the existing supply of affordable housing as well as increase the opportunities for new dispersed affordable housing within their boundaries.*
C. Include in their plans actions and implementation measures aimed at increasing opportunities for households of all income levels within individual jurisdictions in *affordable housing*. (emphasis added).

[10] Goal 10 provides for "[b]uildable lands for residential use shall be inventoried and plans shall encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density."

[11] In 2010, Ordinance No. 10-1233B and Ordinance No. 11-1252A demonstrated Metro's acknowledgement of its responsibilities and prescribed Metro's compliance procedures and Regional framework plan.

For the greater Portland metropolitan area, Metro manages the shared urban growth boundary for the 24 cities in the area, which includes Beaverton, Hillsboro, King City, and Wilsonville. Prior to any Urban Growth Boundary ("UGB") expansion, a local jurisdiction needs to demonstrate its current compliance with that HNA and how it will continue to comply with that HNA and with the proposed UGB expansion. Metro must use its authority to require cities and counties to change their comprehensive plans and land use regulations to comply with the FHA.[12]

Goal 14 also requires Metro to demonstrate how the region's housing needs under Goal 10 are being met within the current UGB and how they will continue to be met if the UGB is expanded.[13] This includes housing "at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type, and density."[14]

Metro's own studies in preparation for its January 2010 urban growth report confirmed that these affordable housing needs were not being met. To meet demand, Metro's Regional Framework Plan called for the establishment of affordable housing production goals to be adopted by local governments.[15] Metro and local governments are required to issue a biennial affordable housing inventory to demonstrate their continued dedication to reaching affordable housing goals. This report must include not only the number and types of affordable housing units preserved during the reporting time, but also the number of new units built and the county resources committed to the development of these affordable housing units.

Metro also has the power to create and enforce Functional Plans[16] and direct changes in city or county plans and land use regulations as needed to bring them into compliance with such

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[12] Metro's authority under ORS 268.390 is greater than the authority of individual counties under ORS 195, allowing them to recommend them to "recommend or *require cities and counties, as it considers necessary, to make changes in any plan and any actions taken under the plan substantially comply with the district's functional plans* adopted under subsection (2) of this section and its urban growth boundary adopted under subsection (3) of this section …" (emphasis added).

[13] Goal 14 requires that "[p]rior to expanding an urban growth boundary, local governments shall demonstrate that needs cannot reasonably be accommodated on land already inside the urban growth boundary."

[14] In addition, the "Statement of Purpose" for OAR 660-007-0000 states, "OAR 660- 007-0030 through 660-007-0037 are intended to establish by rule regional residential density and mix standards to measure Goal 10 Housing compliance for cities and counties within the Metro urban growth boundary, and to ensure the efficient use of residential land within the regional UGB consistent with Goal 14 Urbanization."

[15] Metro Code (Or.) §3.07.740 (2011).

[16] Metro Code (Or.) §3.07.850.

A. The Metro Council may initiate enforcement if a city or county has failed to meet a deadline for compliance with a functional plan requirement of if the Council has good cause to believe that a city or county is engaged in a pattern or a practice of decision-making that is inconsistent with the functional plan.

Functional Plans.[17] In addition to the existing Regional Solid Waste Management Plan and Urban Growth Management Functional Plan, of which voluntary affordable housing production goals are a subsection, Metro should implement, compel and enforce a separate affordable housing functional plan on a uniform level. HLA continues to believe that a distinct Functional Plan addressing regional shortfalls in needed housing would establish clear expectations and elicit more robust compliance with needed housing goals.

Further, the Metro Code sets out Metro's responsibility to oversee local compliance with statewide planning goals and Metro's power to enforce compliance by issuing orders in accordance with its own Functional Plan.[18] If the Land Conservation and Development Commission ("LCDC"), charged with overseeing statewide compliance with planning goals, so determines that compliance with planning goals is lacking, it may order a local government – a term that expressly includes Metro as well as the cities and counties within Metro's boundaries – to bring its plans and land use regulations in compliance.[19] Taken together, HLA believes that Metro's state-delegated authority and statutory obligations demonstrate that Metro has a duty to implement affordable housing initiatives, and that Metro's duty should not be taken lightly

III. Metro Authority – UGB Expansion

In addition to Metro's duty to oversee the compliance of cities and counties in conjunction with its regional framework plan, Metro itself must address local affordable housing concerns when it decides to expand the Urban Growth Boundary ("UGB"). Metro is subject to the mandates of ORS 197.296.[20] Consequently, Metro must take into account the region's housing needs when establishing buildable lands within the UGB.[21]

In 2010, Metro adopted two ordinances that each reflected Metro's responsibility to account for affordable housing during UGB expansion: Ordinance 10-1252A and Ordinance 10-1244B.[22] The Staff report for Ordinance 10-1252A stated that its purpose was to "[h]elp ensure opportunities for low-income housing types throughout the region so that families for modest means are not obligated to live concentrated in a few neighborhoods," because concentrating poverty is not desirable for the residents or the region.[23] Furthermore, Ordinance 10-1244B reinforced that goal and stated that "particular attention" will be given to affordable housing when expanding the UGB, and that Metro would seek agreement with local governments to

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[17] *Id.*
[18] ORS 268.390.
[19] ORS 197.320. The Land Conservation and Development Commission shall issue an order requiring a local government, state agency or special district to take action necessary to bring its comprehensive plan, land use regulation, limited land use decisions or other land use decisions into compliance with the goals, acknowledged comprehensive plan provisions or land use regulations if the commission has good cause to believe.
[20] *GMK Developments, LLC v. City of Madras*, 225 Or. App. 1 (2008).
[21] ORS 197.296
[22] *See* MC 3.07.1120 Planning for Areas Added to the UGB.
[23] Metro, Or., Staff Report for Ordin. 10-1252A (Dec. 29, 2010).

improve affordable housing.[24] Together, these ordinances plainly announced Metro's intention to implement affordable housing initiatives throughout Clackamas, Washington, and Multnomah counties.

A. *Housing Land Advocates v. City of Happy Valley*

In *Housing Land Advocates v. City of Happy Valley*,[25] the City of Happy Valley approved an application for the zoning reduction of a previously zoned Mixed Use Residential property to a 31-lot subdivision allowing development of detached single-family residential dwellings on individual lots.[26] HLA appealed the city's decision, arguing that the city failed to show how the 31 single-family homes would meet the housing needs of current and future Happy Valley and Portland-area residents of all income levels.[27] HLA specifically cited the city's responsibility under Title 1 of Metro's Urban Growth Management Functional Plan, specifically Metro Code Section 3.07.120(e), which requires a local government to "maintain or increase its housing capacity" in line with "a compact urban form and a 'fair share' approach to meeting housing needs."[28] Without an adequate housing analysis, the city, HLA claimed, failed to comply with statewide planning goals, namely Goal 10 and the Needed Housing Statutes at ORS 197.295 to .314.[29] In response to HLA's claims, the city argued that the zone change produced a reduction of "a mere .004 percent."[30] The city concluded that this reduction was "negligible," which the city argued conformed to the standard established under Metro Code Section 3.07.120(e).

While the Land Use Board of Appeals ("LUBA") agreed that this zone reduction "qualifies as negligible," LUBA determined that the comparison used by the city to calculate this reduction was not the comparison required under MC 3.07.120(e). The reason being the city's findings "neither identifies what the minimum zoned residential capacity of the subject property is nor how much that minimum zoned residential density is reduced by the challenged amendment."[31] LUBA concluded that the city would instead need to compare the reduction of the minimum zoned capacity of the property to the city's overall minimum zoned residential capacity.[32] Ultimately, LUBA upheld the standard under the acknowledged MC 3.07.120(e) that only "negligible" reductions were permitted when a city reduced the minimum zoned capacity of

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[24] Metro, Or., Exhibit A to Ordin. 10-1244B Section 1.3.10 (Dec. 16, 2010).
[25] *Housing Land Advocates v. City of Happy Valley*, LUBA No. 2016-031-105 (Mar. 24, 2017).
[26] *Id.,* at 3.
[27] *Housing Land Advocates v. City of Happy Valley*, LUBA No. 2016-031-105 at 3, 6.
[28] MC §3.07.120 ("Housing Capacity").
[29] ORS 197.307(3) provides, "When a need has been shown for housing within an urban growth boundary at particular price ranges and rent levels, needed housing shall be permitted in one or more zoning districts or in zones described by some comprehensive plans as overlay zones with sufficient buildable land to satisfy that need." ORS 197.307(4) provides, "Except as provided in subsection (6) of this section, a local government may adopt and apply only clear and objective standards, conditions and procedures regulating the development of needed housing on buildable land described in subsection (3) of this section. The standards, conditions and procedures may not have the effect, either in themselves or cumulatively, of discouraging needed housing through unreasonable cost or delay."
[30] *Housing Land Advocates v. City of Happy Valley*, LUBA No. 2016-031-105 at fn.10.
[31] *Id.*, at 23-24.
[32] *Id.*, at 23.

a single lot or parcel.[33] As a result, LUBA remanded the case and ordered the city to include in its findings the "methodology and math" used to calculate the percent reduction in minimum zoned residential capacity.

Under the *Happy Valley* case, Metro needs to give the "negligible" loss standard means on a region-wide basis. Otherwise, we face the same battle and die the death of a thousand cuts. A 1% cumulative reduction could qualify as "negligible," as could 100 units (depending on the capacity of the jurisdiction). This should be a prerequisite Metro-wide prior to considering any boundary expansion, including the one proposed for the four cities involved in this round. Further, at this time, none of the four city proposals include findings that demonstrate that they meet the standard under the acknowledged MC 3.07.120(e) that only "negligible" reductions are permitted. That code section must be interpreted consistently with the Goals it implements, specifically Goals 10 and 14, under 197.829(1)(c) and (d). A new expansion of the UGB must show compliance and, particularly, demonstrate compliance with the "orderly and efficient" accommodation of land uses within a UGB under Goal 14. The mechanisms to assure compliance must be within the Metro Actions allowing for the boundary expansion. Moreover, we assert that the evaluation of the UGB amendments cannot be limited to the four candidate areas for the boundary expansion, but must include the entire UGB as amended in order to demonstrate compliance with the statewide planning goals. In addition, Goal 2 requires that the plans shall be the basis for specific implementation measures. These measures shall be consistent with and adequate to carry out the plans.

While HLA can point to the specific shortcomings of these proposals, these cities, not HLA, have a legal duty to show that they are in compliance with MC 3.07.120(e). Moreover, Metro also has a legal duty to hold these cities to the standard upheld by LUBA and the very codes that Metro adopted in its Functional Plan. Until then, Metro will continue to be in violation of its own code and state laws.

B. *Deumling v. City of Salem*

In 2016, the City of Salem enacted Ordinance No. 14-16, which amended the Salem/ Keizer regional urban growth boundary (UGB) to add approximately 35 acres of land located in Polk County and zoned for exclusive farm use (EFU) to the city's UGB.[34] The ordinance also adopted an exception to Statewide Planning Goal 15 (Willamette River Greenway),[35] in connection with a new bridge over the Willamette River.[36] The petitioners argued that the city's proposal violated OAR 660-004-0018(4)(a). Under OAR 660-004-0018(4)(a), when a local government adopts a reasons exception to a goal, "plan and zone designations must limit the uses, density, public facilities and services, and activities to only those that are justified in the exception." The land subject to the Goal 15 exception was entirely within the city's UGB as it

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[33] *Id.*
[34] *Deumling v. City of Salem*, LUBA No. 2016-126, 5-6 (August 9, 2017).
[35] Goal 15 is "to protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway."
[36] *Deumling v. City of Salem*, LUBA No. 2016-126, at 3.

existed prior to the ordinance adoption.[37] In response, the city claimed that the existing plan and zoning designations would be maintained for the land subject to the Goal 15 exception.[38]

LUBA determined that the city failed to explain why the existing plan and zoning designations limit the uses "public facilities and services, and activities" to only those justified in the exception.[39] For this reason, LUBA remanded the case and required the city to "more clearly explain" why the existing plan and zoning designations for the land subject to the Goal 15 exception satisfied those requirements in OAR 660-004-0018(4)(a).[40]

In addition to the reporting requirements under MC 3.07.120(e), the four cities proposing expansion to the UGB must also clearly explain how they will be in compliance with statewide planning goals, as discussed above. Should one of these local governments adopt a reasons exception to a statewide planning goal to expand the UGB, that city's plan and zone designations must limit the uses, density, public facilities and services, and activities to only those that are justified in that exception. For this reason, Metro must be remain cognizant of this case as it considers the four UGB expansion proposals.

IV. HLA Questions Whether Metro Will be able to Make Adequate Goal 10 Findings

The local government, Metro in this case, must demonstrate that its actions do not leave it with less than adequate residential land supplies in the types, locations, and affordability ranges affected. See *Burk v. Umatilla County*, 20 Or LUBA 54 (1990). The regional housing crisis is well-known. Yet, Metro has done little to proactively contribute to solving the problem. Instead, it attempts to make the decision here without any explanation of its compliance with Goal 10.

Goal 10 findings are not only required by the goal, but are necessary as a practical matter so a record of the ability to provide needed housing throughout the region is made under Goal 2, Land Use Planning. Already one of the most expensive suburbs in the region, Happy Valley, was let off the hook in complying with Goal 10 in the downzone case described above, and the need for affordable housing across the region grows. For example, see Exhibit 1, a letter submitted in the Happy Valley record showing that needed housing for all income levels was not provided within that city or urban Clackamas County. which are both within Metro's jurisdiction.

In Washington County, and the City of Sherwood, the story is very similar to the Clackamas County/Happy Valley situation where Sherwood is a less economically integrated suburb of Washington County. According to the Washington County Consolidated Plan, Sherwood residents make the highest income of all cities within the county limits, and has the highest median income levels. See Exhibit 2, page 1. Failure to analyze the impacts of this proposed urban growth expansion across the region calls into question Goal 10 compliance of a

[37] *Id.*, 30.
[38] *Id.*
[39] *Id.*
[40] *Id.*, at 31.

narrow UGB expansion that does not address the exclusive zoning in member cities like the cities of Happy Valley and Sherwood.

Metro has created its own problem to figure out how to make Goal 10 findings in this case. On November 28, 2007, Metro's Chief Operating Officer ("COO") issued a letter to member local jurisdictions suspending reporting requirements related to housing and employment accommodation (then 3.07.120(D)), and housing choice for the affordable housing supply under Metro Code 3.07.740(B). See November 28, 2007 COO Letter attached as Exhibit 3. HLA has no knowledge that the suspension described in the November 28, 2007 letter has been lifted, despite years of advocating for a lift of the suspension. So far as we are able to ascertain, there was no Metro Council action to undertake this suspension. Unfortunately for Metro and the cities seeking the expansion here, a 10-year "temporary suspension" may mean that making Goal 10 findings are more difficult.[41] If the member jurisdictions had submitted reports on meeting their fair share of affordable housing, then the public would be able to analyze whether expanding the UGB to include the proposals here makes sense in the context of the Statewide Planning Goals and regional compliance with Goal 10.

Metro must ensure that a decision to expand the boundaries in Beaverton, King City, Hillsboro, and Wilsonville does not, in effect, push off onto other cities within the region a housing responsibility it is required to assume. *Gresham v. Fairview*, 3 Or LUBA 219 (1981). Nowhere in the record is there any evidence concerning a reasoned analysis of Goal 10, Metro's regional buildable lands inventories, housing need projections, fair share allocations, housing and coordination policies, or of their application to this proposed UGB amendment. This is particularly concerning given that Sherwood had initially considered participating in the current expansion, but as soon as affordable housing was mentioned as part of the expansion goals, the city abandoned its plan to apply. Metro did not even take a step to insist that Sherwood needs to take steps to address affordability, thus, exclusionary zoning in Sherwood continues.

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[41] While Metro may try to avoid the direct application of the legislative UGB amendment criteria, by claiming its adoption of criteria in MC 3.07.1428 is the exclusive process for reviewing this expansion, nothing in the code states that the criteria under its own legislative decision making under 3.07.1525 do not apply (rather only direct compliance with Goal 14 is directly resolved). In any event, Metro's own code should provide context for the necessary evaluation that needs to take place in any UGB expansion, particularly MC 3.07.1425(c)(5) that requires Metro to consider, "**Equitable** and efficient distribution of housing and employment opportunities throughout the region." (emphasis added).

Above are the results of our research and show Metro's legal duty to require the cities of Beaverton, King City, Hillsboro, and Wilsonville to incorporate changes to their housing plans prior to the proposed land coming inside the UGB. We look forward to working with Metro to assure that it meets its obligations under the statewide planning goals. Please add Housing Land Advocates to the notice list, Housing Land Advocates, c/o Jennifer Bragar, 121 SW Morrison Street, Suite 1850, Portland, OR 97204.

Sincerely,



Jennifer Bragar
President, Housing Land Advocates

cc: (by e-mail)
Taylor Smiley-Wolfe
Anna Braun
Gordon Howard
Roger Alfred
Paulette Copperstone

City of Happy Valley
Planning Commission
16000 SE Misty Drive
Happy Valley, OR 97086

January 19, 2016

RE: "EAGLES LOFT ESTATES"
COMPREHENSIVE PLAN MAP/ZONING MAP AMENDMENT (CPA-14-15/LDC-15-15); 31-LOT SUBDIVISION (SUB-03-15); AND VARIANCE (VAR-08-15)

Dear Planning Commissioners:

This letter is jointly submitted by the Fair Housing Council of Oregon (FHCO) and Housing Land Advocates (HLA). Both FHCO and HLA are Oregon non-profit organizations that advocate for land use policies and practices that ensure an adequate and appropriate supply of affordable housing for all Oregonians.

For the reasons set forth below, we request that the proposed comprehensive plan and zoning amendments be denied, together with the subdivision and variance applications that depend on those amendments.

1. The proposed amendments do not comply with Oregon's Needed Housing Statutes, with Oregon's Statewide Housing Goal (Goal 10) and Planning Goal (Goal 2), or with LCDC's interpretive rules.

ORS 197.307(6) provides that local governments cannot adopt standards that have the effect, either in themselves or cumulatively, of discouraging needed housing through unreasonable cost or delay.

ORS 197.303(3) provides that, when a need has been shown for housing of particular ranges and rent levels, such needed housing shall be permitted in one or more zoning districts or in zones described by some comprehensive plans as overlay zones with sufficient buildable land to satisfy that need.

The record lacks evidence sufficient to enable the city to determine, among other things, the city's current state of compliance or noncompliance with these statutes, such as the city's housing needs, the relevant buildable lands inventories, how the current designation addresses existing and projected needs, the city's fair share of regional housing needs and supplies, and other information necessary to establish that the proposed amendments will not have the effects proscribed by ORS 197.307(6) and that city will either remain in compliance or not slip further out of compliance as a result of the proposed amendments and variances.

The City's decision does not comply with Goal 10 requirements that land use regulations related to housing must be based on an inventory of buildable lands. Goal 10 requires the city:

> "To provide for the housing needs of citizens of the state. Buildable lands for residential use shall be inventoried and plans shall encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density."

Goal 10 requires local governments to inventory their buildable land, identify needed housing, and designate and zone enough build able land to satisfy the identified housing need. *Burk v. Umatilla County*, 20 Or LUBA 54 (1990). *See also*, *McIntyre-Cooper Co. v. Board of Comm. Washington County*, 2 Or LUBA 126, 129 (1980), *aff'd*, 55 Or App 78, *rev den*, 292 Or 589 (1981). The burden of proving that housing needs are met by the land use regulation rests with the City. *Gann v. City of Portland,* 12 Or LUBA 1, 4 (1984).

When a city with an acknowledged comprehensive plan and implementing ordinances amends its implementing ordinances to downzone or impose other substantial restrictions on lands within its acknowledged Goal 10 land supplies, the city must demonstrate that its actions do not leave it with less than adequate supplies in the types, locations, and affordability ranges affected. *Opus Development v. City of Eugene*, 28 Or LUBA 670 (1995) (*Opus I*); 30 Or LUBA 360, 373(1996) (*Opus II*), *aff'd* 141 Or App 249, 918 P2d 116 (1996) (*Opus III*); *Volny v. City of Bend*, 37 Or LUBA at 510-11; *Mulford v. Town of Lakeview*, 36 Or LUBA 715, 731 (1999) (rezoning residential land for industrial uses); *Gresham v. Fairview*, 3 Or LUBA 219 (same); *Home Builders Assn. of Lane County v. City of Eugene,* 41 Or LUBA 370, 422 (2002) (subjecting Goal 10 inventories to tree and waterway protection zones of indefinite quantities and locations).

Further, OAR 660-008-0010 provides LCDC's interpretation of Goal 10 Housing specific to Portland Metro and its planning jurisdictions:

> "The mix and density of needed housing is determined in the housing needs projection. Sufficient buildable land shall be designated on the comprehensive plan map to satisfy housing needs by type and density range as determined in the housing needs projection. The local buildable lands inventory must document the amount of buildable land in each residential plan designation."

LCDC's generally-applicable housing interpretive rule defines "housing needs projection" as:

> "[a] local determination, justified in the plan, as to the housing types, amounts and densities that will be: (a) Commensurate with the financial capabilities of present and future area residents of all income levels during the planning period; (b) consistent with OAR 660-007-0010 through 660-007-0037 and any other adopted regional housing standards; and (c) consistent with Goal 14 requirements for the efficient provision of public facilities and services, and efficiency of land use." OAR 660-007-0005(5)

OAR 660-007-0005(6) defines "Multiple Family Housing" as "attached housing where each dwelling unit is not located on a separate lot."

OAR 660-007-0005(7) defines "Needed Housing" as follows:

> "'Needed Housing' means housing types determined to meet the need shown for housing within an urban growth boundary at particular price ranges and rent levels, including at least the following housing types:
>
> > (a) Attached and detached single-family housing and multiple family housing for both owner and renter occupancy; . . .'

Nowhere in the record is there any evidence concerning or reasoned analysis of these statutes, goals, and rules, of Happy Valley or Portland Metro's buildable land inventories, housing needs projections, fair share allocations, housing and coordination policies, or of their application to these proposed amendments and entitlements.

Such analysis and evidentiary support is essential. In one of its earliest affordable housing opinions, *Kneebone v. Ashland*, 3 LCDC 131 (1979), the LCDC remanded a City of Ashland ordinance downzoning needed residential lands because the city's record failed to demonstrate that the downzoning would not reduce Ashland's supply of lands for needed housing in violation of the statewide housing goal. In its opinion, LCDC reminded Oregon's local governments that

> "Planning decisions must meet the standards set by the goals. Insofar as compliance depends upon specific, ascertainable fact, compliance must be shown by substantial evidence in the record. Insofar as compliance depends upon value judgments and policy, compliance must be shown by a coherent and defensible statement of reasons relating the policies stated or implied in the goals to the policies of the planning jurisdiction." 3 LCDC at 124

LCDC's Metro Housing Rule, at OAR 660-008-0060, provides as follows:

> "(2) For plan and land use regulation amendments which are subject to OAR 660, Division 18 [Post-Acknowledgment Plan and Zoning Amendments, or PAPAs], the local jurisdiction shall either:
>
> > (a) Demonstrate through findings that the mix and density standards in this Division are met by the amendment; or
> >
> > (b) Make a commitment through the findings associated with the amendment that the jurisdiction will comply with provisions of this Division for mix or density through subsequent plan amendments."

The city has not made, and almost certainly cannot make, either the demonstration called for in subsection (a) or the commitment called for in subsection (b), both of which would require a

showing of surpluses in supplies over projected needs, supported by the kind of reasoned analysis and evidentiary support that LCDC required in *Kneebone*. Given the current shortage of buildable, available, affordable lands planned and zoned for multi-family housing in Happy Valley, its sub-region, and Portland Metro as a whole, FHCO and HLA do not believe that the requisite demonstrations can be made at this time or in the foreseeable future.

2. The proposed amendments do not comply with the intergovernmental coordination requirements of LCDC's statewide Goals 2 (Land Use Planning) and 10 (Housing) because the city failed to coordinate its actions with all other affected governmental units.

There is no evidence in the record of this proceeding that the Oregon Department of Land Conservation and Development, Portland Metro, as regional coordinator, or other nearby jurisdictions such as Gresham, Portland, Clackamas County, and Oregon City, have agreed to increase their share of comparably planned, zoned, serviced, and located land or that Happy Valley has made any efforts to coordinate with them concerning their ability and willingness to accommodate the reallocation of housing need effected by the proposed amendments. *See Creswell Court v. City of Creswell*, 35 Or LUBA 234 (1998); *1,000 Friends of Oregon v. North Plains*, 27 Or LUBA 371, *aff'd* 130 Or App 406, 991 P2d 1130 (1994).

3. The proposed amendments and variances are inconsistent with the City of Happy Valley's Comprehensive Plan.

Applicable Happy Valley Comprehensive Plan Policies that are not addressed adequately or at all to date include the following:

> **Policy 8:** To assume proportionate responsibility for development within the City of Happy Valley consistent with projected population for the City.
>
> **Policy 42:** To increase the supply of housing to allow for population growth and to provide for the housing needs of a variety of citizens of Happy Valley.
>
> **Policy 43:** To develop housing in areas in areas that reinforce and facilitate orderly and compatible community development.
>
> **Policy 44:** To provide a variety of lot sizes, a diversity of housing types including single family attached (townhouses) duplexes, senior housing and multiple family and range of prices to attract a variety of household sizes and incomes to Happy Valley.
>
> **Policy 45:** The City shall encourage the availability of adequate numbers of needed housing units at price ranges and rent levels that are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density.
>
> **Policy 46:** The City shall provide a range of housing that includes land use districts that allow senior housing, assisted living and a range of multi-family housing products. This

range improves housing choice for the elderly, young professionals, single households, families with children, and other household types.

Before the city can approve the amendments and the related subdivision and variance entitlements, you must be able to find that the applicant has proven by a preponderance of the evidence that all of the above policies have been satisfied. HLA simply does not believe this is possible given the current state of affordable housing need and supply in Happy Valley, its sub-region of Portland Metro, and Portland Metro as a whole.

4. The proposed amendments and variances are inconsistent with Metro's Functional Plan.

The applicant has not demonstrated compliance with Title I of the Metro Urban Growth Management Functional Plan, which requires each city to maintain or increase its housing capacity. FHCO and HLA do not believe that the applicant can meet this requirement because the requested zone change would reduce the city's housing capacity with respect to scarce needed housing types, densities, location, and affordability ranges.

5. The proposed amendments risk violation of federal fair housing requirements.

HLA believes that any action by the City that results in a reduction in housing diversity and affordability could violate the city's obligation to affirmatively further fair housing under them Federal fair Housing Act, 42 U.S.C. §§ 5304(b)(2), 5306(d)(7)(B), 12705(b)(15), 1437C-1(d)(16).

The Fair Housing Act (the Act) declares that it is "the policy of the United States to provide, within constitutional limitations, for fair housing throughout the United States." It does so by prohibiting discrimination in the sale, rental, and financing of dwellings, and in other real estate-related transactions because of race, color, religion, sex, familial status, national origin, or disability. In addition, the Fair Housing Act requires that HUD administer programs and activities relating to housing and urban development in a manner that affirmatively furthers the policies of the Act.

Courts have examined the legislative history of the Fair Housing Act and related statutes. They have found that the purpose of the affirmatively furthering fair housing mandate is to ensure that recipients of Federal housing and urban development funds do more than simply not discriminate: recipients also must address segregation and related barriers for groups with characteristics protected by the Act, including segregation and related barriers in racially or ethnically concentrated areas of poverty. In the 1972 Supreme Court case, *Trafficante v. Metropolitan Life Insurance Company*, 409 U.S. 205, 211 (1972), the Court quoted the Act's co-sponsor, Senator Walter F. Mondale, in noting that the Fair Housing Act was enacted by Congress to replace the racially or ethnically concentrated areas that were once called "ghettos" with "truly integrated and balanced living patterns." In 2015, in *Texas Department of Housing and Community Affairs v. Inclusive Communities Project, Inc.*, 576 U.S. ___ (2015), the Supreme Court again acknowledged the Fair Housing Act's continuing role in moving the Nation toward a more integrated society, holding that disparate impacts on protected classes, whether intended or not, can result in violations of the Act.

High concentrations of wealth appear to be a proxy for exclusionary zoning practices in Happy Valley. As reported on June 23, 2015, in the Oregonian, Happy Valley is the "richest town" in Oregon. See Exhibit A attached here. This raises concerns about the city's ability to comply with the Act. The Clackamas County Consolidated Plan ("Con Plan" available at http://www.clackamas.us/communitydevelopment/documents/conplan_final.pdf - pages referred to below are attached as Exhibit B) shows that Happy Valley's population growth between 2000-2010 was 208%, and in 2010, 76% of the population was white. See Con. Plan p. 26 and 31. Poverty has increased in the County by 10.4% between 2000 and 2010 and nearly half of female householders with young children under 5 (a protected class) lived in poverty. *Id.* at 53. Notwithstanding this crisis, Happy Valley's housing supply consists almost exclusively of single family units. *Id.* at 55. Downzoning the subject property will continue the trend of ignoring the need for affordable housing in areas of opportunity, such as Happy Valley.

Thank you for your consideration. Please provide written notice of your decision, to FHCO and HLA, c/o Louise Dix, at 1221 SW Yamhill Street, Portland, OR 97205.

Louise Dix
Fair Housing Council of Oregon

Jennifer Bragar, President
Housing Land Advocates

GSB:7496250.1 [30187.00129]

'Richest town in Oregon' may surprise you



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on June 23, 2015 at 10:41 AM, updated June 23, 2015 at 12:15 PM

The website 24/7 Wall St. recently pored through Census data to come up with a list of the richest towns in each state. For their list, the site's editors stuck to only incorporated towns with 25,000 or fewer residents. (Sorry, Lake Oswego and West Linn.)

Even so, **the town at the top [http://247wallst.com/special-report/2015/06/17/the-richest-town-in-each-state/9/]** will likely surprise a lot of people. Happy Valley has more often been in the news for its unprecedented over-development just before the Great Recession, and subsequent real estate collapse. Images of empty subdivisions are rooted in many Oregonians' minds when it comes to Happy Valley.

But 24/7 Wall St. found Happy Valley's median income of $92,773 to be tops in Oregon. **At the other end of the spectrum: Prineville [http://247wallst.com/special-report/2015/06/05/the-poorest-town-in-each-state/9/]** , long one of the areas with the highest unemployment in the state, and a median income of $29,959.

The gap between richest small town and poorest small town puts Oregon about in the middle of the pack nationally, the website said.

-- The Oregonian/Oregonlive.com

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Ad Choices

EXHIBIT A

2012-2016 CONSOLIDATED PLAN FOR HOUSING AND COMMUNITY DEVELOPMENT

CLACKAMAS COUNTY
COMMUNITY DEVELOPMENT DIVISION

Health, Housing & Human Services
CLACKAMAS COUNTY

April 2012

EXHIBIT B

HOUSEHOLDS AND FAMILIES

According to the 2012 ACS data, there were 200,160 households in Washington County, of which approximately 134,176 (67.0%) were considered "family" households. The remainder (33.0%) was "non-family" households, consisting of individuals living alone or unrelated individuals living together. Of the 134,176 family households, 79.0% consisted of a male or female householder living with a spouse, including those with children or other related family members. The remaining families consisted of a male (6.0%) or female (15.0%) householder living with children or other family members but not with a spouse.

In 2012, the average household size for the county was 2.63 persons. There was a significant difference between the average household size for the county's Latino population (4.30 persons) and that of the non-Latino population (2.34 persons) in 2012. Table 3-99 in Chapter 3 provides information on the average household size for all cities in the county for 2012, the most recent year for which this information is available. This table shows that the average household sizes for the cities with all or a portion of their land within Washington County ranged from 3.57 persons (Cornelius) to 1.57 persons (King City). More current data on average household sizes (from the five year 2008-2012 American Community Survey) show the household sizes for the following cities: Banks, (3.26 persons), Sherwood (2.97 persons), Forest Grove (2.72 persons), Hillsboro (2.94 persons), Tualatin (2.65 persons), Tigard (2.50 persons), Beaverton (2.45 persons) and Durham (2.25 persons).

INCOME AND POVERTY

In 2012, the county's cost of living was among the highest in Oregon. The median household income in Washington County was $64,375. The standard for self-sufficiency in Washington County, as reported by Worksystems, is $65,800 for a four-person household, which is currently the highest self-sufficiency standard in Oregon. The cities in the county with the highest median income were Sherwood ($82,257), Durham ($65,313) and Banks ($65,000). The lowest median household incomes were in King City ($36,446), Forest Grove ($45,892) and Cornelius ($50,977). The per capita income in Washington County in 2012 was $31,476, with the highest in Durham ($41,490). The lowest per capita income was in Cornelius ($17,582).

Median household incomes in Washington County grew by $12,253 from 2000 to 2012, an increase of 23.5%.

In 2000, 7% of residents had incomes below the poverty rate; by 2012, the poverty rate had increased to 10.9%. All told, between 2000 and 2012, the number of people in poverty in Washington County grew by 76%. Poverty rates were lowest in Sherwood (4.6%) and Banks (5.1%). Poverty rate was highest in Cornelius (16.9%) and Forest Grove (19.6%). The poverty rate in Forest Grove grew by almost 4 percentage points since 2007.

County-wide, over half of the residents below the poverty level were White, although the percentage of all White residents who were below the poverty level was lower than any other ethnic group. The highest poverty rates in 2012 were found among residents who defined themselves as having some other race (25.8%), American Indian or Alaska Native residents (25.5%) and Black or African American (18.6%). The poverty rate for the Latino population was 24.1%. All of these ethnic and racial groups bear a disproportionate percentage of poverty. See Table 1-4 for a full description of the percentages of persons living in poverty in Washington County by race and ethnicity.

The demand for low-cost affordable housing far exceeds the supply. In addition to market-rate units that serve low- and moderate-income households, there were approximately 7,000 subsidized rental housing units and 2,700 households with rental housing vouchers in Washington County in 2011, based on information in the Regional Affordable Housing Inventory prepared by Metro and data related to Section 8 vouchers from the Washington County Department of Housing Services. Since some vouchers are used in subsidized units, there are an estimated 7,000 - 9,000 households living in subsidized rental housing in Washington County, which represents 3.6% - 4.6% of all housing units in the County. Based on the estimates of available housing for households with incomes below 50% of the area median, there is an estimated need for 14,000 - 23,000 units for households with incomes below 50% of median available through private market (unsubsidized) and subsidized housing units and/or vouchers for subsidized units. This represents approximately 7 to 11% of all households in Washington County.

Ethnic and racial minorities comprise a disproportionate percentage of lower income households and are concentrated in specific areas. For example, 38% of Latino households have extremely low- or low-incomes, in comparison to 17% of all households in the County. In addition, there are 9 Census Tracts in the County that have concentrations of racial or ethnic minorities or "Minority Concentrations". Minority Concentrations are defined as those Census Tracts that have a percentage of racial or ethnic minority households from the 2010 Census that is at least 20% higher than the percentage for that racial or ethnic minority population across the whole County overall. All but two of these Census Tracts represent a concentration of Latino residents.

A significant number of households in the County also have special needs, including older adults, people with substance abuse problems, survivors of domestic violence, people with AIDS, ex-offenders, people with physical and mental disabilities, farmworkers and the homeless. Data on these populations are presented later in this section. These needs are presented in tabular form in Table 3-12.

The following is a table showing the population and household growth in Washington County between 2000 to 2011 utilizing data from the 2000 Census and 2007-2011 ACS.

TABLE 3-3 Housing Needs Assessment Demographics

Demographics	Base Year: 2000	Most Recent Year: 2011	% Change
Population	443,906	520,562	17%
Households	168,543	197,364	17%
Median Income	$52,054	$63,814	23%

Source:: 2000 Census (Base Year), 2007-2011 ACS (Most Recent Year)

As noted in the regulation at 91.205(b)(2), a "disproportionately greater need" exists when the percentage of persons in a category of need who are members of this particular racial group is at least 10 percentage points higher than the percentage of low income persons in Washington County with one or more of the four housing problems: : lacks complete kitchen facilities; lacks complete plumbing facilities; more than one person per room; or housing cost burden is greater than 30% of household monthly income. Three racial or ethnic groups have disproportionately greater needs, as identified in Tables 13 – 16 across income levels ranging from 0% to 100% of the Area Median Income (AMI) derived from 2007-2011 CHAS data. Those racial or ethnic groups include: persons who are Black or African American, Pacific Islanders and persons who are of Asian descent.

As indicated in Table 3-17, 86% of persons in the 0-30% Area Median Income (AMI) range reported having one or more of four housing problems: lacks complete kitchen facilities; lacks complete plumbing facilities; more than one person per room; or housing cost burden is greater than 30% of household monthly income. Of the described racial and ethnic categories, Pacific Islanders showed a disproportionately greater need in that 100% of persons in this category of need (0-30%AMI) reported having one or more housing problems (14 percentage points higher than the County as a whole). While not quite exceeding the 10 percentage points higher than threshold to meet the regulatory definition of "disproportionately greater need", it should be noted that 93% of American Indian/Alaska Natives (7 percentage points higher than the County as a whole) and 95% of Hispanic or Latino persons (9 percentage points higher than the County as a whole) in the 0-30% AMI income range reported having housing problems.

As indicated in Table 3-18, 84% of all persons in the 30-50% AMI range reported having one or more of four housing problems. Of the described racial and ethnic categories, Pacific Islanders showed a disproportionately greater need in that 100% of persons in this category of need (0-50% AMI) reported having one or more housing problems (16 percentage points higher than the County as a whole). While not quite exceeding the 10 percentage points higher than threshold to meet the regulatory definition of "disproportionately greater need", it should be noted that 91% of Hispanic or Latino persons in the 0-50% AMI range reported having housing problems (9 percentage points higher than the County as a whole).

Table 3-19 shows that 53% of all persons in the 50-80% AMI range reported having one or more of the four housing problems. Of the described racial and ethnic categories in this category of need (50-80% AMI), Black or African Americans, Asians and Pacific Islanders all showed a disproportionately greater need. 82% of persons who are Black or African American reported having one or more of the four housing problems (29 percentage points higher than the County as a whole). 64% of persons who are Asian reported having one or more of the four housing problems (11 percentage points higher than the County as a whole). 80% of persons who are Pacific Islanders reported having one or more of the four housing problems (27 percentage points higher than the County as a whole).

Table 3-20 shows that 35% of all persons in the 80-100% AMI range reported having one or more of the four housing problems. Of the described racial and ethnic categories in this category of need (80-100% AMI), persons who are Asian showed a disproportionately greater need. 52% of persons who are Asian reported having one or more of the four housing problems (17 percentage points higher than the County as a whole). 64% of persons who are Asian reported having one or more of the four housing problems (11 percentage points higher than the County as a whole). 80% of persons who are Pacific Islanders reported having one or more of the four housing problems (27 percentage points higher than the County as a whole). 39% of Hispanic or Latino persons reported having one or more of the four housing problems (only 4 percentage points higher than the County as a whole, but the only other racial/ethnic category that indicates a greater percentage of need in the 80-100% AMI range.

Number of Housing Units

Total Housing Units

There were an estimated 212,386 housing units in Washington County in the year 2012. The number of housing units has grown approximately 19% from 2000 to 2012. (2000 figures were based on 2000 decennial Census data, 2012 figures were estimated based on 2008-12 ACS data).

TABLE 3-66 Total Housing Units, Washington County 2012

Name of Area	Housing units	% of housing units
Banks	576	0.3%
Beaverton	38,957	18.3%
Cornelius	3,474	1.6%
Durham	568	0.3%
Forest Grove	7,946	3.7%
Gaston	293	0.1%
Hillsboro	34,639	16.3%
King City	2,046	1.0%
Lake Oswego (part)	0	0.0%
North Plains	852	0.4%
Portland (part)	778	0.4%
Rivergrove (part)	15	0.0%
Sherwood	6,244	2.9%
Tigard	20,257	9.5%
Tualatin (part)	9,465	4.5%
Wilsonville (part)	297	0.1%
Subtotal Incorporated	126,407	59.5%
Unincorporated	85,979	40.5%
TOTAL	**212,386**	**100.0%**

Source: 2008-2012 ACS

- The largest cities in terms of number of housing units are Beaverton (18.3%), Hillsboro (16.3%) and Tigard (9.5%). Combined, the three cities contain 44.3% of all housing units in the County.
- Unincorporated areas contain 40.5% of all housing units.
- The remaining 15.4% of housing units are dispersed among the smaller communities.
- The City of Sherwood experienced the fastest growth rate in the area, with an increase in housing units of 40% (1,788 units) between 2000 and 2012.
- Hillsboro added the most absolute units, constructing an estimated 7,447 housing units between 2000 and 2012.

Table 3-69 Distribution of Subsidized Housing highlights where the 7,030 regulated and unregulated units are located in Washington County.

TABLE 3-69 Distribution of Subsidized Housing, Washington County (2011)

Jurisdiction	Number of sites	Unregulated units	Regulated units	Total units
Beaverton	34	11	501	512
Cornelius	10	0	10	10
Durham	1	0	210	210
Forest Grove	31	7	597	604
Hillsboro	62	4	2,196	2,200
North Plains	1	0	33	33
Sherwood	7	1	96	97
Tigard	18	10	632	642
Tualatin	3	0	604	604
Unincorporated County	89	7	2,096	2,118
Washington County	**256**	**40**	**6,975**	**7,030**

Source: 2011 Metro Affordable Housing Inventory Report

A significant percentage of the units (almost a third) are located in Hillsboro. Tigard, Tualatin, Forest Grove and Beaverton each include nearly 500 or more units. A substantial number of units in the inventory are also located in unincorporated portions of the County. In comparing these numbers to the proportion of the population living in these areas of the County, Hillsboro, Forest Grove and Tualatin appear to have higher concentrations of units compared to their share of County population.

The Washington County Department of Housing Services (DHS) manages public housing units owned by the County and administers the Section 8 vouchers. HUD directly administers the Section 811 and 202 housing assistance programs.

Altogether, there are 7,030 subsidized housing units and 2,784 households with housing vouchers in Washington County. Some households with housing vouchers live in subsidized housing units and some live in private market units. There are about 7,000 – 9,000 households living in subsidized housing in Washington County, which represents 3.6% - 4.6% of all housing units in the County. As discussed in the following section, this supply of subsidized housing does not necessarily meet the demand for it, particularly for those in Washington County who are earning less than 30% AMI, given that there are approximately 29,000 low- and moderate-income households in Washington County that are "cost-burdened" (spend more than 30% of their income on housing).

Rental Costs: Per the 2008-12 ACS data, the median gross rent countywide was $961. During that same time, the median contract rent was $839. The difference in amount can be attributed most likely to monthly utility costs. Gaston had the lowest median gross rent ($627) while Sherwood the highest ($1,212). The median gross rent in Washington County grew at an estimated 2.4% per year between 2000 and 2012. This is roughly the rate of inflation during that period. Median gross rents are lowest in some of the smaller outlying communities (e.g., Banks, Gaston and Forest Grove) and highest in Sherwood, Tualatin and King City.

TABLE 3-73 Median Rents, Washington County (2012)

Name of Area	Median Rent ($)
Banks	869
Beaverton	920
Cornelius	920
Durham	844
Forest Grove	756
Gaston	627
Hillsboro	1,023
King City	984
Lake Oswego (part)	0
North Plains	939
Portland (part)	684
Rivergrove (part)	0
Sherwood	1,212
Tigard	920
Tualatin (part)	972
Wilsonville (part)	1,195
Unincorporated	n/a
Washington County	**961**

Source: 2008-2012 ACS

TABLE 3-74 2014 HOME Program Monthly Rent Limits for Washington County (inclusive of utilities)

Monthly Rent ($)	Efficiency (no bedroom)	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom
Fair Market Rent	659	766	912	1,344	1,615
High HOME Rent	666	774	922	1,200	1,319
Low HOME Rent	638	684	821	949	1,058

Source: HUD FMR and HOME Rents

TABLE 3-75 Housing Affordability

% Units affordable to Households earning	Renter	Owner
30% HAMFI	1,691	No Data
50% HAMFI	7,994	2,080
80% HAMFI	39,810	5,973
100% HAMFI	No Data	17,398
Total	49,495	25,451

Source: 2007-2011 CHAS

Home Ownership Costs: In 2012, median monthly homeownership costs (for homeowners with a mortgage) were $1,888 for Washington County. In 2000, the median costs were $1,358, which represents an increase of 3.2% per year. This increase outpaced inflation during that time.

TABLE 3-76 Median Homeownership Costs, Washington County (2012)

Name of Area	Median Selected Monthly Owner Costs With A Mortgage ($)
Banks	1,765
Beaverton	1,868
Cornelius	1,654
Durham	2,184
Forest Grove	1,562
Gaston	1,769
Hillsboro	1,820
King City	1,148
Lake Oswego (part)	0
North Plains	1,629
Portland (part)	2,756
Rivergrove (part)	3,250
Sherwood	2,083
Tigard	1,948
Tualatin (part)	1,909
Wilsonville (part)	0
Unincorporated	n/a
Washington County	**1,888**

Source: 2008-2012 ACS

In 2012, ownership costs (with a mortgage) were highest in Rivergrove (partial) at $2,076 and lowest in King City ($1,148). Similar to rental costs, owner costs were also relatively lower in several smaller outlying communities (e.g., North Plains, Gaston, Cornelius and Forest Grove).

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METRO

November 28, 2007

TO: Mayors and County Commission Chairs
City and County Administrators
Planning Directors

FROM: Michael Jordan, Chief Operating Officer

RE: Integrating Urban Growth Management Functional Plan Compliance and Performance Measures

The Urban Growth Management Functional Plan, originally adopted unanimously by the Metro Policy Advisory Committee and the Metro Council in 1996, regulates how local governments implement the 2040 Growth Concept. Local governments in the region are required to comply with the Plan's provisions and each year Metro is required to submit a compliance report to the Metro Council detailing each local government's compliance with the Functional Plan.

Elected officials and staff from throughout the region have identified several issues with the current approach to compliance.

- Compliance requirements tend to be focused more on reporting rather than a more substantive evaluation of whether and how 2040 is being implemented.
- Many of the requirements in the Functional Plan are prescriptive. Local governments want more flexibility to meet regional goals.
- Local governments in the region have limited staff resources.

With the New Look at Regional Choices/Making the Greatest Place and Performance Measures projects underway at Metro, now is an appropriate time to revisit how Metro approaches compliance. During the next two years, Metro will be working with you through the Metro Policy Advisory Committee and with your staff through the Metro Technical Advisory Committee to integrate compliance with performance standards. The goal of this endeavor is to develop and use performance standards to evaluate progress in implementing the 2040 Growth Concept.

As a result, Metro will suspend certain Functional Plan reporting requirements, revise Functional Plan titles as needed, continue current compliance requirements for the most recent changes including Title 4 (Industrial and Employment Areas) and Title 13 (Nature in Neighborhoods), and change the annual compliance report. These changes and what local jurisdictions need to do are detailed in the attached sheet.

I believe that integrating compliance with performance measures will result in a more meaningful evaluation and assessment of how the region as a whole is achieving the goals set out in the 2040 Growth Concept. I look forward to continuing our work together.

Attachment 1 – Urban Growth Management Functional Plan Compliance Changes

Functional Plan Title	Requirement	Action
Title 1 Housing and Employment Accommodation	Annual dwelling unit and job capacity report – Metro Code 3.07.120(D)	Temporarily suspend report – local governments do not need to send in annual report Local governments must continue to submit proposed zone changes to Metro for review
Title 1 Housing and Employment Accommodation	Biennial report on actual density of new residential density per net developed acre – Metro Code 3.07.140(D)	Temporarily suspend report – local governments do not need to send in biennial report
Title 2 Regional Parking Policy	Annual report on number and location of new parking spaces – Metro Code 3.07.220(D)	Temporarily suspend report – local governments do not need to send in annual report
Title 3 Water Quality and Flood Management		Metro staff will continue to work with the three jurisdictions that are not in compliance with the Water Quality Performance Standards
Title 4 Industrial and other Employment Areas	Protection of Regionally Significant Industrial Areas – limit size and location of retail commercial uses – Metro Code 3.07.420	Deadline for action was July 22, 2007 for jurisdictions that have Regionally Significant Industrial Areas. Those jurisdictions must either submit information showing they have met requirement or submit a request to extend the deadline to Metro
Title 4 Industrial and other Employment Areas	Protection of Industrial Areas – limit new buildings for retail commercial uses – Metro Code 3.07.430	Deadline for action was July 22, 2007 for jurisdictions that have Industrial Areas. Those jurisdictions must either submit information showing they have met requirement or submit a request to extend the deadline to Metro
Title 4 Industrial and other Employment Areas	Map Amendment Process – Metro Code 3.07.450	Continue requiring amendments to the Title 4 Employment and Industrial Areas map
Title 6 Central City, Regional Centers, Town Centers and Station Communities	Development strategy – Metro Code 3.07.620	Eliminate December 31, 2007 deadline – Metro staff will be working with local government staff to assist and evaluate development strategies
Title 6 Central City, Regional Centers, Town Centers and Station Communities	Biennial progress report – Metro Code 3.07.650	Suspend reporting requirement – Metro staff will be working with local government staff to evaluate centers progress
Title 7 Housing Choice	Affordable Housing Supply – Metro Code. 3.07.740(B)	Temporarily suspend reporting requirement
Title 11 Planning for New Urban Areas	Concept planning – Metro Code 3.07.1120	Continue concept planning for all areas brought into the UGB since 2002
Title 13 Nature in Neighborhoods	Application to Riparian Habitat and Upland Wildlife Areas and Comprehensive Plan Amendments – Metro Code 3.07.1330	Maintain compliance deadlines of March 13, 2007 for Tualatin Basin Natural Resources Coordinating Committee (TBNRCC) members and January 5, 2009 for non-TBNRCC members
Title 13 Nature in Neighborhoods	Report on progress in using voluntary and incentive based education, acquisition, and restoration habitat protection – 3.07.1360(C)	Move deadline to March 15, 2008 to correspond with DEQ TMDL deadline

Attachment 2

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE URBAN GROWTH BOUNDARY IN THE VICINITY OF THE CITY OF SHERWOOD UPON APPLICATION BY THE SHERWOOD SCHOOL DISTRICT	) Ordinance No. 17-1406)) Introduced by Chief Operating Officer) Martha Bennett with the Concurrence of) Council President Tom Hughes

WHEREAS, the Metro Urban Growth Management Functional Plan Title 14: Urban Growth Boundary provides a mechanism to amend the urban growth boundary (UGB) through a major amendment process for public facilities and other non-housing purposes; and

WHEREAS, the Sherwood School District filed an application for a major amendment pursuant to Metro Code Section 3.07.1430 to add approximately 82 acres to the UGB for the purpose of constructing a new high school to serve the Sherwood area; and

WHEREAS, the application was considered by a hearings officer appointed by Metro at public hearings in the City of Sherwood on May 24, 2017 and June 6, 2017; and

WHEREAS, on July 21, 2017 the hearings officer submitted to Metro a proposed order recommending approval of the application, together with findings of fact and conclusions of law in support of a decision by the Metro Council that the application satisfies the requirements of the Metro Code and applicable state law; and

WHEREAS, the Council considered the proposed order and testimony at a public hearing on August 10, 2017 under the procedural requirements of Metro Code Section 3.07.1430(u); now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The UGB is hereby amended, as indicated in Exhibit A, attached and incorporated into this ordinance, to add 82.3 acres to the UGB for development of a high school with sports fields and a roadway improvement, subject to the following three conditions of approval:

    a. The property must be used for a public high school, associated accessory uses, and public transportation improvements consistent with the application for this UGB amendment.

    b. The applicant must comply with the state Transportation Planning Rule (TPR) at the time the zoning is established on the subject property.

    c. The City of Sherwood shall complete the requirements of Urban Growth Management Functional Plan Title 11, section 3.07.1120: Planning for Areas Added to the UGB, prior to development occurring.

2. The Findings of Fact and Conclusions of Law contained in the hearings officer's recommendation attached as Exhibit B and hereby incorporated into this ordinance, explain how this amendment to the UGB complies with applicable provisions of the Regional Framework Plan, Metro Code, and applicable statewide planning laws.

3. The Metro Council adopts as supplemental findings in support of its decision the legal memorandum dated August 15, 2017 attached as Exhibit C and hereby incorporated into this ordinance, which includes responses to issues raised at the public hearing by opponents of the application.

ADOPTED by the Metro Conncil this 17 day of August 2017.

Tom Hughes, Council President

Attest:

Nellie Papsdorf, Recording Secretary

Approved as to form:

Alison R. Kean, Metro Attorney

Social Consequences: Siting the new high school in the most centrally located area possible is important to fostering a sense of civic and school pride. Although high schools can have fairly significant impacts on an area, they should be sited where the bulk of the population resides and be a use that brings people together in a place that the citizens identify as an integral part of their community. One of the alternatives that the District considered in its facilities planning to alleviate the capacity issue at the existing Sherwood High School was building a second high school. The community, however, was very much opposed to that idea. A small, cohesive community like Sherwood wants to remain bound together not divided by different allegiances to different high schools. All of the sites analyzed in Sherwood West would be superior to any sites in any other urban reserve for these reasons alone; however, within Sherwood West Sites B and C are most centrally located - both now and in the future as the city continues to grow to the south and west. Even so, development of Site B has a more immediate social consequence that Site C does not have. There are a number of residences in Site B that would have to be purchased and demolished in order to develop the new high school. Displacing residents from their homes needlessly is a very adverse social consequence and should not occur if it can be avoided, which in this case it can. Therefore, Site C comes out ahead here, too.

Conclusion: Sites B and C are the two sites that come out the most favorably when one factors in the environmental, energy, economic, and social consequences. However, Site C edges ahead of Site B due to Site B's increased adverse economic and social consequences.

MC 3.07.1425(c)(4): If the Council determines there is a need to amend the UGB, the Council shall evaluate areas designated urban reserve for possible addition to the UGB and shall determine which areas better meet the need considering

(4) compatibility of proposed urban uses with nearby agricultural and forest activities occurring on land outside the UGB designated for agriculture or forestry pursuant to a statewide planning goal.

Hearings Officer's Analysis: The District identified a number of site characteristics that a new site would need to meet in order to accommodate a new high school. As discussed above, is one urban reserve area that can efficiently accommodate a new high school - Sherwood West. Sherwood West has been MC 3.07.1110 concept planned and so may be considered for inclusion within the UGB. Sherwood West is adjacent to the city's existing UGB and in close proximity to the bulk of the District's student population. The area is planned for predominantly residential uses, including schools, and so as Sherwood West develops even more of the student population will reside in the vicinity of the proposed high school site. The District studied the 1,291-acre urban reserve for areas within it that could accommodate a new high school site. The District did this by utilizing an engineer and architect to evaluate all sites in the urban reserve that were flat to relatively flat; had a minimum buildable site size of approximately 50 acres or more; no or minimal constraints from streams, wetlands, and intact upland habitat; adequate/feasible access to public utilities; and proximity to a major street network. This analysis yielded six sites, which were then ranked according to the site criteria.

Attachment 3

More Create Blog Sign In



TUESDAY, OCTOBER 19, 2021

2000 Housing Production Per 1,000 Housing Units In Oregon's 49 Largest Cities: Portland Ranked 8th, Happy Valley #1

Hillsboro recently submitted 2000 housing production data to DLCD required by HB 4006.[There's more on the bill, including reporting requirements, on the DLCD landing page **HERE**].

With the Hillsboro submission 2020 housing production data is now available for all 49 cities subject to the reporting requirements of the bill. (Hopefully, more cities will comply with the Feb. 1st statutory deadline, so that 2021 production data is available more quickly than the 2020 data).

Note that I am focusing here on total housing **PRODUCTION (occupancy certificates granted)** as reported by each city and NOT housing construction permits.

Regulated production and total and regulated permit data is also reported but is NOT the focus of this blog post.

Use of Production Rates vs Production Counts

I may have additional related posts in the coming days but to start I compared the counts of housing units produced in 2020 vs the number of housing units in these cities as reported in the 2020 Census.

This method of comparison allows an assessment relative to the size of the housing stock in each city as opposed to just a raw count of units produced.

Observations:

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These 49 cities had 59% of the total Oregon housing units in the 2020 Census. [1,062,261/1,8137,747].

The 2020 overall rate of production in these 49 cities was 15 units per 1,000 housing units. **(15,944 total units produced/1,062,261 housing units).**

Happy Valley #1:

Happy Valley had the highest production rate at 66.2 units per 1,000 housing units; that rate was triple the housing production rate in the City of Portland (see below).

City of Portland #8

While the City of Portland had by far the highest NUMBER of units produced (6,256) *seven other cities had a higher RATE of production* than the City of Portland, which produced 21 units per 1,000 housing units.

Nonetheless, Portland had 28% [303,034] of the total housing units in the 2020 census in these 49 cities, but produced a larger 39% share of all units in 2020.

10 Cities Had a Housing Production Rate of More Than 20 Units Per 1,000 Housing Units

These 10 cities had 39 % [410,744] of the total housing units in the 49 cities in the 2020 census, but reported a **substantially higher 60% [9,635 units]** of total housing production in these 49 cities.

City	Census 2020 Housing Units	Units Produced in 2020	2020 Units Produced Per 1,000 Housing Units in 2020 Census	Rank
49 Cities	1,062,261	15,944	**15.0**	
Happy Valley	8,081	535	**66.2**	1
Redmond	13,262	814	**61.4**	2
Cornelius	3,684	152	**41.3**	3
McMinnville	13,257	395	**29.8**	4
Central Point	7,564	172	**22.7**	5
Dallas	6,890	155	**22.5**	6
Sandy	4,697	104	**22.1**	7
Portland	**302,034**	**6,256**	**20.7**	**8**
Bend	44,449	912	**20.5**	9
Canby	6,826	140	**20.5**	10
Courtesy, Oregon Housing Blog				

Tweets by @oregonhousing

Tom Cusack @oregonhousin

Replying to @oregonhousing

Work Schedule: oregon.gov/lcd/UP/Documen…

Oct 24, 2021

Tom Cusack @oregonhousin

Oregon Regional Housing Needs Analysis. Effort is ramping up, with first meeting on Oct 28. Agenda: oregon.gov/lcd/UP/Documen… Landing page: oregon.gov/lcd/UP/Pages/H…

Oct 24, 2021

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LINKS

2010 Census

(The last city reporting 2020 data, Hillsboro, ranked 19th with a production rate of 13 units per 1,000 housing units).

14 Cities Had a Housing Production Rate Below 5 Units Per 1,000 Housing Units

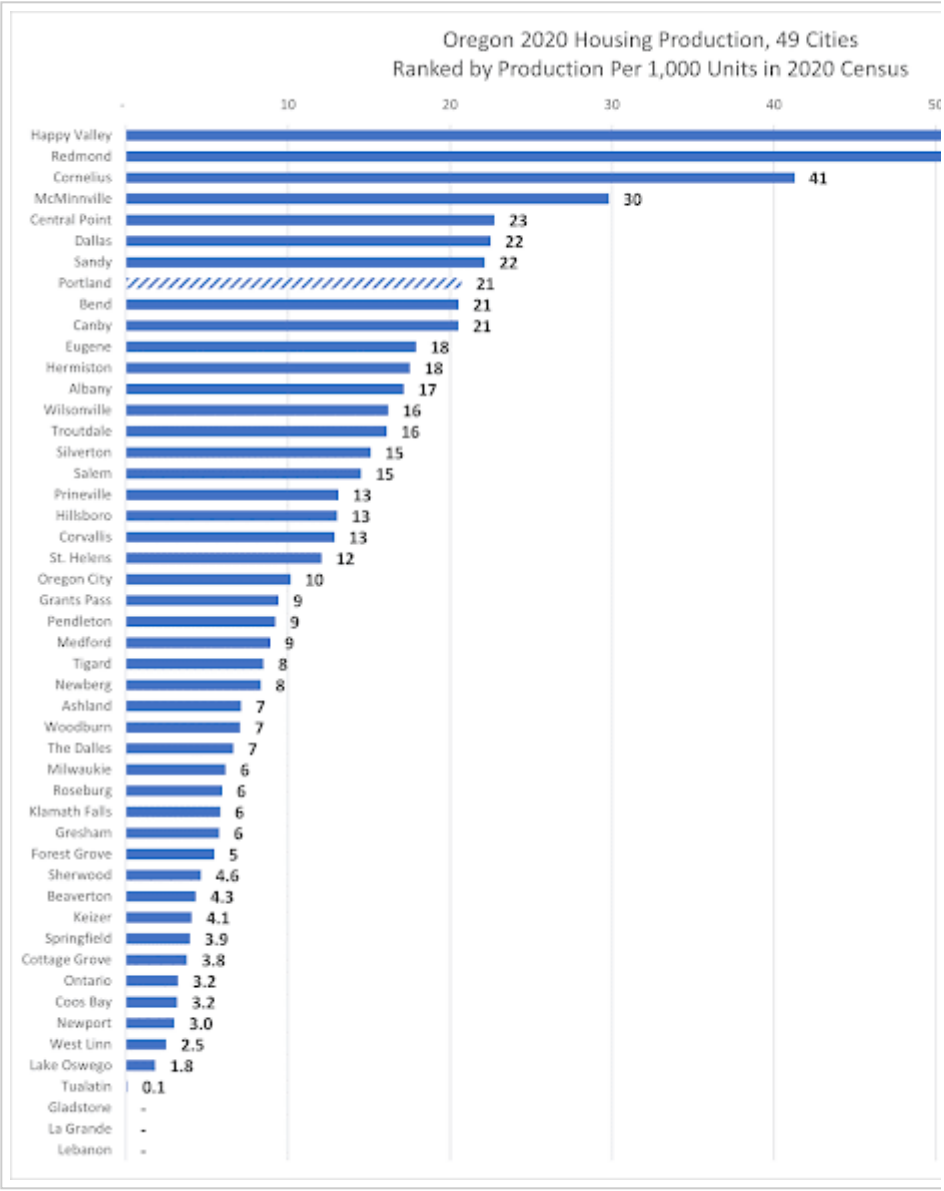
There were 14 cities where less than 5 units were produced for every 1,000 housing units, including *six cities* in the Portland metro area.

These cities had 16 % [170,923] of the total housing units in these 49 cities in the 2020 Census, but reported a much smaller 4.5% **[721 units]** of the total housing production in these 49 cities.

City	Census 2020 Housing Units	Units Produced in 2020	2020 Units Produced Per 1,000 Housing Units in 2020 Census	Rank
49 Cities	1,062,261	15,944	**15.0**	
Sherwood	7,132	33	**4.6**	36
Beaverton	42,288	182	**4.3**	37
Keizer	15,277	62	**4.1**	38
Springfield	25,614	101	**3.9**	39
Cottage Grove	4,251	16	**3.8**	40
Ontario	4,682	15	**3.2**	41
Coos Bay	7,611	24	**3.2**	42
Newport	5,697	17	**3.0**	43
West Linn	10,491	26	**2.5**	44
Lake Oswego	18,345	33	**1.8**	45
Tualatin	11,171	1	**0.1**	46
Gladstone	4,943	–	**0.0**	47
La Grande	5,852	–	**0.0**	47
Lebanon	7,569	–	**0.0**	47
Courtesy, Oregon Housing Blog				

Graph of 2020 Production Rate Per 1,000 Units for All 49 Large Cities:

75th FHA Anniversary Celebration
AARP Reverse Mtg. Calculator
Beaverton Civic Plan
Brookings Blueprint for Prosperity
Buy Oregon Bonds
C-SPAN Congressional Video Search
CALENDAR: Oregon Housing Blog
Center for American Progress
Conf.of State Banking Supervisors
Consider the Person Campaign
Consumer Law and Policy Blog
DATA.GOV
Excel OneDrive Public Files
FHA Mortgagee Letters
FHFA House Price [Change] Calculator
FICO Loan Savings Calculator
Financial Crisis Inquiry Commission
Foreclosure-Response.ORG
Front Porch Real Estate Blog (OregonLive)
GSE CY 2010 Access Databases
GSE CY 2010 Excel Files
HOPE NOW ALLIANCE
HUD RECOVERY Site
HUD Waivers: CY 2006-CY 2009
HUD Waivers: CY 2010-2014
HUD YouTube Channel
HUD YouTube Channel
Hardest Hit Plan Oregon Checklist
Hardest Hit Plan Submissions, First Round States.
Hardest Hit Plan Submissions, SECOND Round States.
Hardest Hit Plans, as APPROVED by Treasury
Home Forward YTD Board Packages



Courtesy, Oregon Housing Blog.

POSTED BY TOM CUSACK AT 10/19/2021 10:00:00 AM

NO COMMENTS:

POST A COMMENT

Housing Connections
IRS Section Links
Location Affordability Portal
MCC OR Admin Rules
METRO Housing Watch
Making Home Affordable Plan
Making Home Affordable:Lender/Servicer Guidance
NY Times Buy vs. Rent Calculator
National Low Income Housing Coalition
National Mortgage News
News Hour Making Sense-Econ. Education
Novogradac Podcasts
OFA CY 2010 Meeting Packets
OHCS Transition Plan
ONLINE WSJ Mtg. Maps
OR 2011 Legislative Measures-"Housing" Search
OTS Monthly Market Monitor
OTS-Qtrly. Mortgage Metrics Reports
Oregon ABC Workgroup
Oregon Acquisition Project
Oregon Earmarks Blog
Oregon HMDA 2011 Data Summaries
Oregon HUD Grantee Spending Excel Lookup
Oregon Homeownership Stabilization Initiative
Oregon Homeownership Stabilization Program
Oregon Housing Council Materials
Oregon Office of Forecasting,Research and Analysis
Oregon Opport. Network Newsletter
Oregon Revenue Dpt: Stats
Oregonian Front Porch RE Blog

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Oregonian Locked Out Series Comments and Action Items, June 2012

PDC YouTube Channel

Performance.Gov

Picture of GSE Assisted Households, CY 2010

Portland Housing Blog

Portland Metro Asking Prices

Portland Metro REO (Beta)

Portland Metro SF Sales Data

Recovery Act: Competitive Grant Opportunities

RegInfo.gov

Seattle PI Real Estate News/Blog

State Homebuyer Tax Credit Programs

States Internet Research (Housing)

Street Roots

Subsidyscope

TARP Docs

Tom Cusack Cancer Update

USA Spending.gov

Voucher VMS Data, US and Oregon: CY 2009-CY2012

White House.GOV

Zillow Downloadable Data

ABOUT ME



TOM CUSACK

On Independence Day in 2007 I retired after 34 years of federal service at HUD, the last 10 as the Field Office Director in Portland Oregon. My primary blog is the Oregon Housing Blog.

VIEW MY COMPLETE PROFILE

BANNER PHOTO CREDIT

Georgia Langer

From: Todd and Shannon Christiansen <toddnshan@gmail.com>
Sent: Wednesday, November 20, 2024 10:38 PM
To: Legislative Coordinator; Ted Reid; Roger Alfred
Subject: [External sender]Metro's UGR Report and Sherwood West UGB proposed expansion - Additional Information submitted to the record

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

We are writing to oppose the proposed Sherwood West UGB expansion of nearly 1300 acres because it is excessive and not supported by the data set out in the Urban Growth Report ("UGR"), nor the intended purpose of a UGB as envisioned by the legacy and legislation that implemented it.

More specifically:

- UGR and city data relating to housing needs for Sherwood over the next 20 years only supports the need for 600-800 housing units, while this is a request for 3,120 housing units – approx 500% more than what is needed.

- People are moving from Portland Metro area to Washington state and other locations since 2020. While in 2018 it looked like the trend was to continue growth of 1.6%/year, it is clear instead it is steadily declining and is now 33% less than it was (2018 = 1.56%, 2024 = 1.04%). https://macrotrends.net/global-metrics/cities/23102/portland/population

- Infrastructure and Traffic impact from the Plan will be significant and expensive and those costs will be passed along by developers in the building costs resulting in more expensive (yet smaller) housing and will not solve or even address the need for affordable housing. A search on Zillow or other sites will show that multi-family homes in Cooper Mountain area (and Sherwood) are already $500,000 to $600,000+.

- A 1,291-acre expansion is excessive and unnecessary given the actual forecasted need and especially in relation to the overall size of Sherwood today. A much smaller expansion (such as just the two industrial plots of 100 square feet) IF truly needed (the UGR admits there is already a surplus in the Metro area) would be more appropriate and consistent with the intent of the UGB.

- There will be significant impact to valuable farm and forestland, and a good portion of the requested expansion area is in protected areas and/or will cause runoff that impacts wildlife (can be seen on a map) and the additional pollution of so many cars and congestion on the road to get to jobs will further harm the environment. This is not outweighed by the "uncertainty" of future growth.

- As of today, there are nearly 2,000 homes for sale in Washington County alone (2,500 in Metro area) starting at $32,000 and 25% of them below $500,000 (800 in Metro area). Additionally, the UGB expansion of 2270 acres from 2018 remains undeveloped and all the growth "needs" could be met by those previous expansions.

In short, the UGR itself admits that there is not a demonstrated need for this expansion but instead relies repeatedly on "uncertainty" (used more than 40 times for various analyses) which is not compelling enough and not at all balanced. Former Governor Tom McCall surely did not intend uncertainty to influence decision making and contradict

his legacy of sustainable development initiatives when he established land-use planning legislation to balance growth with environmental protection. The Sherwood UGB expansion is NOT balanced or necessary. If there is "uncertainty" then there is no need; wait six years and then re-evaluate to ensure there is a need before changing the identity of Oregon.

We are sending this email for consideration by the Metro Council as part of their deliberations on the Urban Growth Report and proposed Sherwood West urban growth boundary expansion on November 21, 2024. Please confirm that this email has been made a part of the record of this proceeding.

Respectfully,

Todd and Shannon Christiansen

Georgia Langer

From:	Brian Fields <fieldsbriank@gmail.com>
Sent:	Wednesday, November 20, 2024 9:45 PM
To:	Roger Alfred; Ted Reid; Legislative Coordinator
Cc:	Jeffrey L. Kleinman; robertliberty9425@comcast.net; sherwoodfarmalliance@gmail.com
Subject:	[External sender]RE: Additional information submitted to the record of Metro's UGR report and UGB decision
Attachments:	Metro Council 21Nov2024 Sherwood West Expansion Comments.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Mr. Reid and Mr. Alfred

I urge the Metro Council to scale back the Sherwood West Urban Growth expansion. I have two primary objections. The scale of residential development is getting too far ahead of the regional transportation capacity. Secondly the proposed industrial zoning is inappropriate and impractical.

I am sending this email and the attachment which supports my position, for consideration by the Metro Council as part of their deliberations on the Urban Growth Report and proposed Sherwood West urban growth boundary expansion on November 21, 2024.

Please confirm that this email and the attachment have been made a part of the record of this proceeding.

Thank you for your assistance.

Sincerely,

Brian Fields

21450 SW Eastview Road

Sherwood OR

Sherwood UGB expansion comments,
Brian Fields
Secretary, Eastview Road Neighborhood Association

I urge the Metro Council to scale back the Sherwood West Urban Growth expansion. I have two primary objections. The scale of residential development is getting too far ahead of the regional transportation capacity. Secondly the proposed industrial zoning is inappropriate and impractical.

I oppose industrial use in the Sherwood West North subdistrict.

The location is inappropriate for industrial use. It is sandwiched between the Tualatin River National Wildlife Refuge to the east and farmland to the north and west. In addition, a significant portion of the area overlays protected Title 13 upland habitat. If for no other reasons the impacts on the environment, farming and forestry are contrary to Oregon's Land Use Goals.

In addition, this area is bisected by BPA transmission lines. This fact is a limit on what can be allowed to be built. Also, major electrical transmission lines such as these can have a negative impact on sensitive electronic manufacturing. The range of potential industrial uses will be further limited by this.

Furthermore, City communication to the local community has not been transparent. Mixed employment was the term emphasized throughout the Sherwood West Concept Plan public outreach. The emphasis on industrial use only really surfaced during the Metro presentations. The Sherwood West North subdistrict mixed employment boundaries were expanded after the Concept Plan's

public outreach was concluded. The meetings where the expansion and the term industrial use first surfaced were not open to public participation.

Having participated throughout the Sherwood West Concept Plan I have to take issue with the representations by the City representatives, at your June 24 meeting, where they made representations of Sherwood residents' awareness and approval of industrial siting in this location.

Sherwood does not have the transportation infrastructure to support this scale of residential development.

The current plans for Elwert Road are inadequate for the future growth planned. In addition, the City of Sherwood has not done any high-level planning to expand the capacity of Elwert Road, the only viable north south connector. Instead, the City of Sherwood proposals will reduce Elwert Roads effectiveness as a north south connector. This will only compound the existing problems of the existing neighborhoods connecting to Highway 99 to the south of Elwert road and Highway 99.

The Sherwood West concept plan portrays the vision that Elwert Road remain one lane in either direction with the addition of turn lanes. The city has repeatedly said that their vision of Elwert is that of a neighborhood street. This flies in the face of the current reality of an already overburdened regional connector, let alone showing any sense of planning for the future to accommodate a greatly increased local population. The only mention in the Sherwood West concept plan of planning for future connectivity is vague mentions of conceptional connectors. You can reference the "Transportation

and Infrastructure" Section on page 101 of part 1 of the Sherwood UGB expansion proposal.

"North-South Connectivity – The concept of adding a route to enhance regional north-south connectivity will require future study. Additional feasibility and cost analysis will be necessary. This should be considered as a long-term strategy, rather than an essential component of early stage transportation planning in Sherwood West."

Local taxpayers cannot afford to pay for a north south connector. It is also clear that neither County, State, or Federal money cannot be expected to build a new north south connector. The hard fact is that the Sherwood West topography is not going to allow any new north south connectors without massive engineering and expenditures.

During the public outreach portion of the Sherwood West concept plan our neighborhood association provided feedback City outlining specific complications for a north south connector west of Elwert Road. The City's commissioned its own traffic modelling. The public testimony provided by the commissioned traffic engineer characterized the expected as neighborhood collector scale, not arterial scale.

The land is riddled with steep slopes and is bisected by Chicken Creek. In addition, the border of Sherwood West veers sharply east when you go north of Edy Road. If this hypothetical connector were built, as it moved north it would run into Rural Reserve land. Due to this a connection to Scholl's Sherwood Road to the north could not be completed. This means any road that was built would have to feed back onto Edy and Elwert, the existing transportation corridor.

There really is no choice but to improve the existing transportation corridor, but the City of Sherwood's West Concept plan does the

opposite. Sherwood is proposing to move portions Elwert Road from it's current north south alignment and meander to the west, pass through two round-abouts, incur a new Chicken Creek crossing and then meander back to the Elwert Road current alignment in the north.

To be clear my point is not that Sherwood has not already solved the traffic capacity problem prior to asking for an Urban Growth Boundary expansion. The problem is that Sherwood is not even planning for increased capacity. In fact, their public statements during the Sherwood West Concept Plan outreach process indicated they want to discourage regional traffic and keep Elwert as a neighborhood street. See the description on page 227 of the submittal, in the Section title "SW Elwert Road Design Concept". Make note that the designation for much of Elwert Road is "Residential Boulevard". If Sherwood continues to doubles down on this approach near, term development will forestall any future capacity improvements on Elwert Road.

I request the Metro Council not approve the entire Sherwood West Urban Reserve being brought into Urban Growth Boundary. The scale of residential development should be reduced.
The City of Sherwood proposal to create an industrial zone in an environmentally sensitive area adjacent to farmland and forestry should be removed from this proposal.

Brian Fields
Resident of Sherwood West

Georgia Langer

From: Jill Johnson <jill.johnson9683@gmail.com>
Sent: Wednesday, November 20, 2024 8:51 PM
To: Legislative Coordinator
Subject: [External sender]Sherwood West Concept Plan

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

November 20, 2024

Metro Council,

I am writing this letter to request that the Metro Council approve the Sherwood West Concept Plan to provide the land necessary for the needed housing and jobs with the expected growth over the next 20 years. My husband and I have been residents of Sherwood since 1990 when we purchased our first home within the Sherwood city limits. We raised our family here. We believe that bringing Sherwood West into the UGB will not only benefit Sherwood but Metro as well.

The Sherwood West Concept has been in the works for the Sherwood Community for several years. There have been ample public meetings over this time period for community involvement. The community has given their input regarding inclusion of the 1,291 acres as part of the expanded UGB. In addition to the Sherwood community, this plan has strong support from the Sherwood Planning Commission, Sherwood City Council, The Sherwood School District Board and the Sherwood Superintendent. The Sherwood West proposal includes a variety of housing zones, types, sizes and price points to ensure a mixture of housing options are provided. The city plans to follow a community approach that ensures ample parks and open spaces as well.

I believe that bringing Sherwood West into the UGB will not only benefit Sherwood but Metro as well. Thank you for your consideration of accepting the Sherwood West UGB expansion proposal.

Sincerely,

Jill D Johnson
Sherwood Resident

Georgia Langer

From: Ted Reid
Sent: Wednesday, November 20, 2024 5:55 PM
To: ROBERT LIBERTY
Cc: Roger Alfred; Legislative Coordinator
Subject: RE: [External sender]Additional information submitted to the record of Metro's UGR report and UGB decision

Hi Robert,
Appendix 7 was posted to our website on October 15, 2024.

I'm cc'ing our legislative coordinator in regards to your request that this email be added to the decision record.

Thanks,
Ted

From: ROBERT LIBERTY <robertliberty9425@comcast.net>
Sent: Wednesday, November 20, 2024 3:36 PM
To: Ted Reid <Ted.Reid@oregonmetro.gov>
Subject: RE: [External sender]Additional information submitted to the record of Metro's UGR report and UGB decision

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Ted

Thank you for that information.

I still can't tell from your message exactly when the alternatives analyses were posted on Metro's website and available to the public. Was it after October 8?

Can you provide me with the date or dates?

I certainly understand UGR generated workload and trying to get that done within deadlines.

It was true from what I observed and what I did while on the Metro Council. But it is also true now as I and others are laboring now to try to respond to 720 pages of alternatives analysis.

Please make this email part of the record of this proceeding.

Regards

Robert

On 11/20/2024 2:32 PM PST Ted Reid <ted.reid@oregonmetro.gov> wrote:

Hi Robert,

As you can imagine, the hundreds of pages of analysis in the Goal 14 analysis took considerable time to complete. Staff began working on those materials earlier this year, anticipating that the Council *might* find a need to expand the UGB. Like when you were on the Council, this UGR utilized a range forecast and range estimate of capacity to recognize analytic uncertainty. The draft 2024 Urban Growth Report (UGR) listed Appendix 7 (the Goal 14 analysis) as pending since there was not yet a determination that there was a regional need for a UGB expansion. As you are aware, the Goal 14 analysis is only relevant in the event that there is a need for UGB expansion. While Appendix 7 was completed in draft form sometime in August, it was not released until we had direction from the Council this fall that they found a need for a UGB expansion. That direction came at a the Council's October 8 work session, after committee recommendations in September and a September 26 public hearing.

I hope you are doing well.

Ted

From: ROBERT LIBERTY <robertliberty9425@comcast.net>
Sent: Wednesday, November 20, 2024 8:28 AM
To: Ted Reid <Ted.Reid@oregonmetro.gov>
Subject: RE: [External sender]Additional information submitted to the record of Metro's UGR report and UGB decision

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Ted

Greetings.

There are not dates on most of the documents making of Appendices 7 and 7A.

When were they completed and published?

Regards

Robert

> On 11/20/2024 8:24 AM PST Ted Reid <ted.reid@oregonmetro.gov> wrote:
>
> Thank you for submitting testimony. It will be included in the decision record.
>
> Ted
>
> **Ted Reid**
>
> Principal Regional Planner
> Planning, Development and Research Department
>
> Metro | oregonmetro.gov
> 600 NE Grand AVE
> Portland, OR 97232-2736
>
> 971-421-4820 (cell)

From: George Schroeder <irishschroeder437@gmail.com>
Sent: Wednesday, November 20, 2024 8:10 AM
To: Roger Alfred <Roger.Alfred@oregonmetro.gov>; Ted Reid <Ted.Reid@oregonmetro.gov>

Cc: kleinmanjl@aol.com; robertliberty9425@comcast.net; sherwoodfarmalliance@gmail.com
Subject: [External sender]Additional information submitted to the record of Metro's UGR report and UGB decision

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Mr. Reid and Mr. Alfred,

I oppose the proposed Sherwood West UGB expansion because it is not prudent for the following reasons:
- It would threaten my Title 13 status and the current habitat-friendly environment around my home. We had a sudden increase in wildlife when the trees were removed just east of Schroeder Lane which is an indication that wildlife is being crowded out. I have attached a few photos of the visitors to our back yard. They make themselves at home in the forest we have been growing for the last 45 years.
- It would be irresponsible to allow more construction near Elwert Rd. and, therefore more traffic, when the traffic density on Elwert Rd. is already unbearable. This includes semi-trucks and heavy construction vehicles on back roads where they can barely make the corners. A high traffic road such as a freeway has long been necessary to connect I-5 and The Sunset Hwy. Adding more traffic before that problem is solved makes no sense.
- It is essential to maintain our small woodlands and farms for future generations.
- The inviting rural flavor of the Sherwood community that gives Sherwood it's pleasing personality would be diminished.

I am sending this email and several photo attachments as evidence that supports my position, for consideration by the Metro Council as part of their deliberations on the Urban Growth Report and proposed Sherwood West urban growth boundary expansion on November 21.

Please confirm that this email and my attachments have been made a part of the record of this proceeding.

Thank you for your assistance.

Sincerely,
George & Jean Schroeder
18835 SW Schroeder Lane
Sherwood, OR 97140



Since January 2020 Elsevier has created a COVID-19 resource centre with free information in English and Mandarin on the novel coronavirus COVID-19. The COVID-19 resource centre is hosted on Elsevier Connect, the company's public news and information website.

Elsevier hereby grants permission to make all its COVID-19-related research that is available on the COVID-19 resource centre - including this research content - immediately available in PubMed Central and other publicly funded repositories, such as the WHO COVID database with rights for unrestricted research re-use and analyses in any form or by any means with acknowledgement of the original source. These permissions are granted for free by Elsevier for as long as the COVID-19 resource centre remains active.

Review TRENDS in Ecology and Evolution Vol.22 No.2

Full text provided by www.sciencedirect.com
ScienceDirect

Urbanization and the ecology of wildlife diseases

Catherine A. Bradley and Sonia Altizer

Institute of Ecology, University of Georgia, Athens, GA 30602, USA

Urbanization is intensifying worldwide, with two-thirds of the human population expected to reside in cities within 30 years. The role of cities in human infectious disease is well established, but less is known about how urban landscapes influence wildlife–pathogen interactions. Here, we draw on recent advances in wildlife epidemiology to consider how environmental changes linked with urbanization can alter the biology of hosts, pathogens and vectors. Although urbanization reduces the abundance of many wildlife parasites, transmission can, in some cases, increase among urban-adapted hosts, with effects on rarer wildlife or those living beyond city limits. Continued rapid urbanization, together with risks posed by multi-host pathogens for humans and vulnerable wildlife populations, emphasize the need for future research on wildlife diseases in urban landscapes.

Introduction

Urbanization is increasing at a global scale, with ecological consequences that extend beyond city boundaries (Box 1). Defined as growth in the area and numbers of people inhabiting cities, urbanization generates landscapes dominated by built-up structures for human use [1,2]. Most studies of the ecological impact of urbanization focus on patterns of biodiversity loss, with declines in species richness from rural areas towards the urban core documented across multiple taxonomic groups [3,4]. More recently, ecologists have begun to explore the mechanisms by which urbanization affects biodiversity, including processes related to resource competition, altered trophic interactions and disease [2,5].

An increasing number of studies point to links between human activity and the emergence of wildlife diseases [6–8], yet only a few address how wildlife–pathogen interactions respond to urban land use. However, urbanization can influence shifts in host geographical ranges and densities [9], interspecific interactions [5] and contamination of the environment with pathogens [10]. For example, across 176 foraging sites for wading birds in coastal Florida, a highly pathogenic nematode occurred only at sites disturbed by stream engineering and nutrient fluxes [10]. Many of the above processes have been studied in the context of agricultural land use or forest edge habitats, and are also relevant to pathogen spread in urbanized landscapes.

Here, we identify key hypotheses concerning the role of urbanization in the transmission and impacts of infectious diseases in wildlife populations. To capture a range of mechanisms and changes in their intensity, we consider patterns that occur across the urban–rural gradient (Box 1), in some cases focusing on wildlife species that inhabit both the urban core and surrounding suburban and rural areas. Understanding the ecology of wildlife pathogens in urban environments will become increasingly important for managing disease risks to wildlife and, in some cases, humans. Indeed, many pathogens are capable of infecting multiple host species [11,12], and some pose serious threats to human health and already vulnerable wildlife populations [13]. Finally, we emphasize several priorities for future research, including identifying those pathogens for which urbanization is likely to have the greatest impact.

Wildlife communities in urban environments

Urbanization dramatically alters the composition of wildlife communities, leading to biodiversity loss [3,14] and increases in the abundance of species that thrive in urban areas. Indeed, one recent study exploring the patterns and causes of 'biotic homogenization' found a negative relationship among human population size, urban land use and species richness across all major taxonomic groups in North America [15]. This effect is due, in large part, to simplified habitat structures [2], increased resource availability [4] and altered trophic interactions [5].

Many animal species disappear from cities altogether, occur at low abundance, or are restricted to parks, forest fragments and other less intensely used areas. Because most wildlife parasites (especially those restricted to one or a few host species) will also be missing from urban centers, an important consideration is how relevant urbanization is to the ecology of wildlife diseases. The answer involves at least three crucial processes (Table 1). First, for diseases such as toxoplasmosis or rabies, which affect urban-adapted wildlife species, infection dynamics can change across a gradient of habitats, in some cases leading to increased prevalence in urban or suburban environments. Second, rarer wildlife species, such as many wood warblers or flying squirrels and other small rodents, which persist within city parks or surrounding natural areas, can be affected negatively by pathogens maintained in urban-adapted hosts (Box 2). The increased dominance of a few key host species, and conditions that favor interspecific contact rates, could cause declines of rarer wildlife through competition mediated by multi-host parasites [12,16].

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Box 1. The scope and study of urbanization

Over 65% of the human population worldwide will reside in cities by 2025 and those areas will double in land coverage over the same period [49]. Most of this shift will occur in the developing world (Figure I), where the urban population is expected to grow to four billion by 2030 [49]. Urban population growth and movement into cities closely mirrors social and economic reforms, such that shifts in human populations worldwide from rural to urban areas often reflect changes in employment opportunities, access to education and healthcare, and environmental degradation outside of cities.

The spread of urban centers results in rapid and dramatic landscape-level changes that are relatively permanent over ecologically significant time periods. Thus, urbanization signifies a drastic form of land conversion typified by dense human habitation, transportation, industry and associated infrastructure. In addition to greater human population density, changes that occur along urban–rural gradients include the loss of biota and natural habitat, increased densities of roads, buildings and other impervious surfaces, and microclimatic shifts (e.g. heat island effects).

Urban ecologists examine the interactions and feedbacks between human activities and ecological systems in urban landscapes [1,2]. One major challenge involves the need to categorize land-use types consistently based on quantifiable patterns that are relevant to ecological processes [50]. Often, urbanized areas are classified subjectively using terms such as urban, suburban, exurban and rural (see Ref. [50] for discussion). From a quantitative perspective, human population density and impervious surface coverage are commonly used to quantify the degree of urbanization and facilitate among-site comparisons. Census data on socioeconomic conditions at study sites can provide additional information relevant to underlying ecosystem processes. For example, higher family incomes and older buildings were strong predictors of plant species diversity in the Phoenix metropolitan area in Arizona, USA [51]. This association is probably related to higher priority placed on gardening and landscaping among families with higher incomes, and was also a significant predictor of wildlife biodiversity in some taxonomic groups.

An important consideration in urban landscape studies is the appropriate spatial scale for analysis. Conducting analyses at multiple scales is essential for detecting the relative importance of key landscape variables. In the case of infectious disease risk, host abundance and diversity, vector activity and pathogen survival in the environment will probably be affected by urban landscape measures at different spatial scales [52]; these scaling patterns will further depend on host dispersal abilities, host and vector habitat preferences, and the mode of parasite transmission.



Figure I. The urban sprawl of Rio de Janeiro, Brazil.

Third, reduced biodiversity of urban wildlife can influence the transmission of some vector-borne diseases through a process termed the 'dilution effect' [17–19]. Here, high host species richness can lower parasite transmission if vectors feed on multiple host species varying in competence with respect to contracting, amplifying and transmitting the pathogen. The reverse situation could occur in urbanized areas if low host diversity increases the proportional abundance of key reservoir hosts.

Lyme disease, caused by the bacterium *Borrelia burgdorferi*, is the best studied example of the dilution effect. This pathogen is transmitted by *Ixodes scapularis* ticks that feed on a large number of mammal species. Studies in suburban environments of northeastern USA, characterized by high forest-edge and low mammalian biodiversity, indicate that a greater proportional abundance of the most competent reservoir for *B. burgdorferi* (the white-footed mouse, *Peromyscus leucopus*) is linked to increased infection prevalence in ticks, mice and humans [18,20]. Reduced host species diversity probably has a similar role in other wildlife pathogens (Table 1) such as West Nile virus (WNV) [21], although it is also possible that low host diversity in the extreme urban core could exclude competent reservoir hosts or vectors [22]. Further studies are needed to assess the general importance of the dilution effect and its significance for pathogens in urbanized areas.

Resource provisioning, host contact rates and susceptibility to infection

Many urban-adapted species occur at much higher densities in urban and suburban environments than in less-disturbed areas [4]. Abundant resources not prone to seasonal fluctuations, either through accidental (e.g. household waste) or intentional (e.g. bird feeders) provisioning, support these populations. Such high population densities can elevate contact rates within and among wildlife species, and favor the transmission of parasites spread by direct contact or oral–fecal routes (Table 1). In response to resource provisioning, increased birth rates among urban-adapted species could provide further opportunities for parasite transmission by increasing the abundance of susceptible juvenile hosts (e.g. Ref. [9]).

The spatial distribution of resources also influences host aggregation and contact patterns. One study of macroparasite infections in wild raccoons *Procyon lotor* showed that experimentally clumping resources resulted in elevated host densities and increased prevalence of the raccoon roundworm *Baylisascaris procyonis,* particularly among juvenile animals [23]. This approach also provided evidence for greater parasite species richness per individual host under the clumped resource treatment, supporting a direct effect of aggregated resource distributions on within-species contact rates and parasite transmission.

Concentrated resources also influence host migration into urban landscapes and among-species contact rates, including contact between humans and wildlife hosts. One example is provided by the increasing number of red foxes *Vulpes vulpes* in European cities (Figure 1) [24]. Red foxes are the primary sylvatic reservoir of *Echinococcus multilocularis*, a tapeworm that causes liver disease in humans. The parasite is transmitted to intermediate hosts (typically rodents) by the ingestion of eggs deposited in fox

Table 1. Examples and mechanisms illustrating effects of urbanization on the ecology of wildlife–parasite interactions

Host	Pathogen[a]	Locality	Effects on host or parasite biology	Refs
Biodiversity loss and the dilution effect				
White footed mouse *Peromyscus leucopus*	*Borrelia burgdorferi* (Lyme disease)	Northeast North America	Forest fragmentation, often near suburbs, linked with greater densities of infected ticks and white-footed mice; can result from loss of predators and less-competent hosts	[18,20]
Passeriformes and other vertebrate hosts	WNV	North America	Seroprevalence in wild songbirds higher in areas densely populated by humans; non-passerine bird diversity associated with lower infection rates in mosquitoes and humans	[21,64]
Resource provisioning and contact rates within urban-adapted species				
Raccoon *Procyon lotor*	*Baylisascaris procyonis* (raccoon roundworm); other endoparasites	Northeast USA	Higher raccoon abundance and birth rates in urban–suburban areas; clumped resources increase within-species contact rates, leading to higher parasite richness and increased *B. procyonis* prevalence	[9,23]
House finch *Carpodacus mexicanus*	*Mycoplasma gallisepticum* (mycoplasmal conjunctivitis)	East North America	Hosts more abundant in regions of high human population density; aggregation at bird feeding stations could increase contact rates and pathogen transmission	[65]
Red fox *Vulpes vulpes*	*Echinococcus multilocularis* (tapeworm)	European cities	Shifts in dietary behavior and lack of suitable intermediate hosts reduces prevalence in foxes inhabiting urban centers; risk to humans could increase owing to encounters with urban-dwelling foxes	[24,26]
Mule deer *Odocoileus hemionus*	CWD	CO, USA	Disease more prevalent in highly developed and residential areas, possibly owing to host crowding and aggregated food resources	[66]
Interactions with reservoir hosts in or surrounding urbanized habitats				
Gray fox *Urocyon cinereoargenteus*	CPV	San Francisco, CA, USA	Greater seroprevalence in wild canids captured in urban zone surrounding park; could be caused by direct or indirect contact with domesticated dogs	[28]
Allegheny woodrat *Neotoma magister*	*B. procyonis*	East North America	Declines in woodrat from fatal *B. procyonis* infections linked with exposure to raccoon feces; exposure could increase at the periphery of urban–suburban development	[46]
Red squirrel *Sciurus vulgaris*	Squirrel paramyxovirus	UK	Non-native gray squirrels introduced highly lethal virus; food provisioning in urban–suburban environments could increase squirrel contact rates and influence pathogen-mediated declines	[54,56]
Environmental contaminants, host stress, and susceptibility to infection				
Southern sea otter *Enhydra lutris nereis*	*Toxoplasma gondii* (meningoencephalitic disease)	West coast of USA	Infections higher in areas of maximum freshwater runoff associated with regions of high human density or activity; probably owing to exposure to cat feces via sewage contamination	[31]
Great tit *Parus major*	Stress biomarkers (no specific pathogen)	Southwest Sweden	Measure of oxidative stress affected by air pollution increased from rural–urban locations; greater stress and reduced plumage condition could be associated with susceptibility to disease	[67]
European blackbird *Turdus merula*	Acute stress response (no specific pathogen)	Munich, Germany	City-born hosts showed reduced acute stress response relative to forest-born conspecifics; indicates that species capable of evolutionary adaptation might thrive in urban environments and could be less affected by infectious diseases	[68]

[a]Abbreviations: CPV, canine parvovirus; CWD, chronic wasting disease; WNV, West Nile virus

feces. Although human cases are widely restricted to rural areas in northern Europe, where outdoor work and pet ownership are significant risk factors [25], migrations of infected foxes into urban areas might elevate human infection risk in cities. Current evidence suggests that there is little impact to humans living in urban areas; however, because *E. multilocularis* has a long incubation period (decades in some patients), long-term surveillance will be required to assess shifts in human infections associated with fox movements. The red fox–*E. multilocularis* system further emphasizes that multiple mechanistic drivers associated with urbanization can influence patterns of infectious disease risk. One recent study showed that, although fox populations are increasing in Zurich, Switzerland, the prevalence of *E. multilocularis* within those populations is not [26]. Transmission of *E. multilocularis* could decline if foxes consume fewer intermediate hosts (as prey) in favor of human-generated resources in cities.

Resource provisioning in urban environments also affects host susceptibility and responses to both existing and introduced pathogens, mediated through effects on physical condition and immune defenses. For example, animals that are malnourished owing to low protein intake can become immunosuppressed, shedding more parasite eggs in feces and suffering higher rates of mortality following infection [27]. Thus, although elevated food resources for urban-adapted species could increase contact rates and pathogen transmission, supplemental feeding might also improve host condition, increase immunity to infection and decrease pathogen impacts on host survival and reproduction.

Box 2. Red squirrel–gray squirrel paramyxovirus in the UK

The populations of red squirrels *Sciurus vulgaris* (Figure Ia) throughout the UK have declined following the introduction of gray squirrels *Sciurus carolinensis* (Figure Ib), a species endemic to North America [53]. Although reductions in red squirrel populations can result from direct competition for resources between the two species [53], gray squirrels also introduced a squirrel paramyxovirus that is highly lethal to red squirrels (but causes no discernible pathology in gray squirrels; [54]).

Results from a model developed by Tompkins *et al.* [55] support the conclusion that observed red squirrel declines are consistent with both direct and indirect competition with gray squirrels (Figure IIa–c). Using a stochastic individual-based model and applying this model to real landscapes, Rushton *et al.* [56] explored the role of the paramyxovirus virus in red squirrel population reductions. The results indicate that apparent competition between red and gray squirrels led to local loss of red squirrels under a large range of parameter values and assuming low levels (10%) of infection in gray squirrels. The population-level effects of the pathogen were most strongly influenced by interspecific encounter rates (Figure IId), suggesting that increased contact between infected and healthy individuals could raise the risk of disease-mediated population loss. Such encounter rates could increase around urban areas if food provisioning leads to greater contacts within and between host species. The introduction of this urban-adapted animal species and the subsequent spread of paramyxovirus in red squirrels illustrates the potential synergistic effects of urbanization and pathogen-mediated competition on the abundance of more vulnerable wildlife hosts.



Figure I. Red squirrels **(a)** versus gray squirrels **(b)** in the UK.

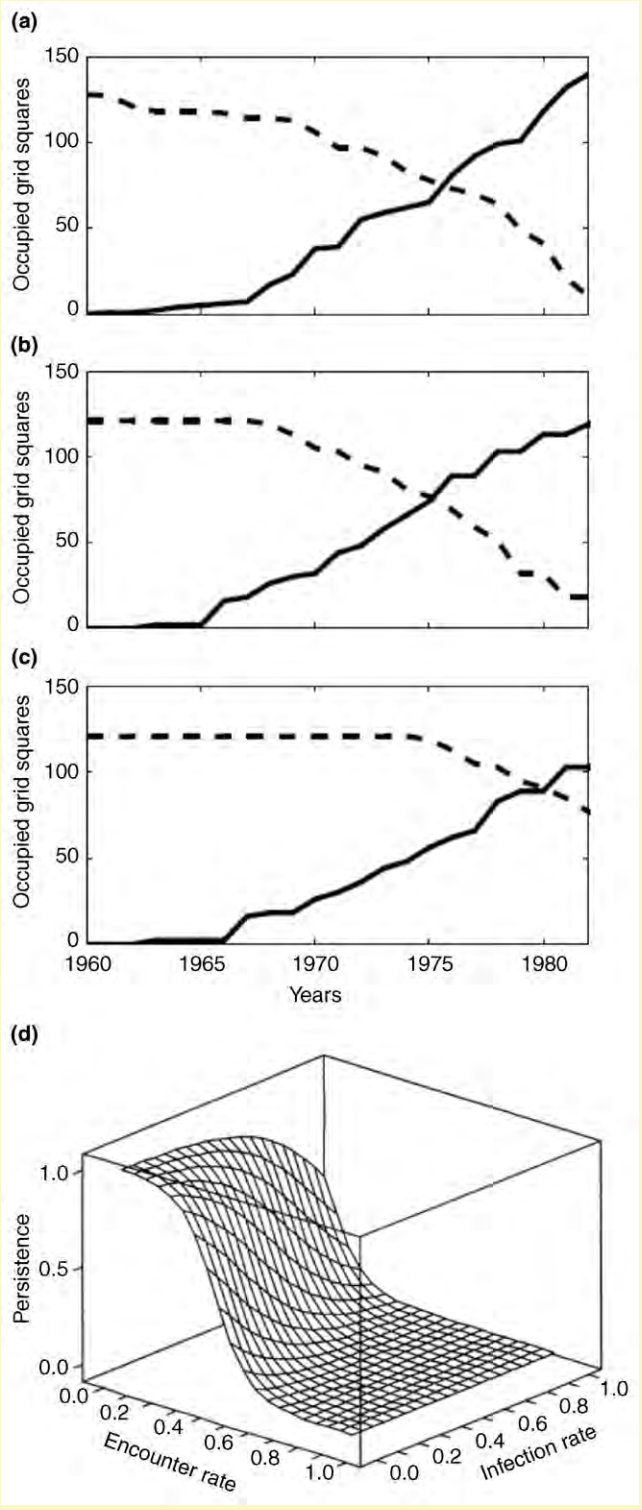


Figure II. The number of 5-km grid squares occupied by gray (solid line) and red (dashed line) squirrels between 1960 and 1982 in Norfolk, UK **(a)** Observed data adapted from Reynolds (1985). **(b)** Model predictions incorporating direct and indirect interspecies competition. **(c)** Model predictions assuming only direct competition. Model results shown in (ii) more closely replicate the field data both in timing and amplitude, providing evidence for the role of infectious disease in the population dynamics of both species. Model simulations **(d)** indicate that the persistence of red squirrels declines with increasing encounter rates between squirrel individuals and the rate of infection given an encounter occurs. Reproduced with permission from Ref. [55] (b) and Ref. [56] (c).



Figure 1. Many wildlife species can be attracted to urban centers, potentially bringing infectious disease with them. The European red fox, the major sylvatic host for *Echinococcus multilocularis*, has become increasingly urban-adapted in cities such as Zurich and Geneva, Switzerland. Many factors, including primary and intermediate host densities and host dietary behaviors, influence the prevalence of infection in urban centers, and infection risks for domestic animals and humans. These young European red foxes were born and raised in a residential garden in the south of England, an area outside of the endemic region for *E. multilocularis*. Reproduced with permission from Paul Cecil, University of Sussex, UK.

Box 3. Exotic hosts, translocations, and commerce

As centers of transportation and trade, cities can function as 'first points of entry' for novel pathogens and, in some cases, might provide new opportunities for cross-species transmission. Anthropogenic introductions have expanded the geographical ranges of pathogens such as WNV in humans and wildlife [57], amphibian chytridiomycosis [58] and *Phytophthora ramorum*, the causative agent of sudden oak death [59]. Among wildlife populations, the 1999 introduction of WNV into New York City was particularly significant. The strain isolated from this outbreak belongs to the more virulent 1a clade of WNV and most closely resembles virus circulating in Israel, suggesting that human activity facilitated the movement of this agent into North America [60]. Once established around New York City, the virus spread rapidly across the continent and has caused >2800 cases of human disease and tens of thousands wild bird mortalities [57,61].

Cities also bring wildlife and their products in close proximity to humans and domesticated animals through live animal markets and the wildlife trade [62]. Examples of disease emergence events linked with the wildlife trade and live animal markets, including SARS-associated coronavirus [63], emphasize that as global commerce and travel increase, documenting pathogen introductions and the contacts among novel host species will become a more pressing concern in public health management. As such, periodic surveillance centered on cities with large human populations and commerce in wildlife products could represent a useful approach for detecting novel transmission events.

Pathogen exposure, pollution, and stress

Cities serve as significant hubs of pathogen introductions (Box 3) and as sources of infection for wildlife that exist at the periphery of urban centers [28,29]. For example, infectious oocytes of the protozoan parasite *Toxoplasma gondii*, the causative agent of toxoplasmosis, are shed in the fecal material of domesticated and wild felids. This pathogen also causes infections in other mammals associated with both urban landscapes and more natural habitats (e.g. Ref. [30]). For example, *Toxoplasma* infections have been linked to southern sea otter *Enhydra lutris nereis* mortalities off the coast of California, USA [31]. Infection rates in otter populations were three times higher in areas of maximum freshwater runoff along the Californian shoreline, most of which were associated with regions of high human density. This association is probably a result of water contamination by cat feces and parasite amplification by benthic filter feeders that comprise a major component of sea otter diets [31].

Changes in stress and pollution along the urban–rural gradient could also affect host susceptibility to infectious diseases (Table 1). Among vertebrate animals, chronic stress can lower resistance to infection and intensify the harmful effects of pathogens through effects on the host immune system [32,33], mediated, in part, by glucocorticoid hormones, such as cortisol. Increased interspecific competition in urban environments [34] has been linked to chronically elevated stress indices in wild bird populations, although further research is needed to evaluate associations among urbanization, immunity and stress in wildlife populations.

Furthermore, some heavy metal and pesticide pollutants become concentrated in the environment around developed areas and can be detrimental to vertebrate immune function [35,36]. A five-year field study of two amphibian species, the marine toad *Bufo marinus* and whistling frog *Eleutherodactylus johnstonei*, found high levels of copper, cadmium and a byproduct of DDT decomposition in tissues samples, and further documented a decrease in B cell-mediated immunity and an increase in helminth infections [37]. More generally, however, the effects of environmental pollutants on host resistance to infectious diseases in wild animals are not well understood, and this area of research will become increasingly important as air, soil and water pollutants continue to accumulate around areas of human activity.

Changes mediated by climate and seasonality

Research conducted in major metropolitan centers such as Tel Aviv, Israel and Phoenix, AZ, USA indicates that urban microclimates are typically warmer than outlying areas [38,39]. The urban heat island results from the increased retention of solar heat by impervious surfaces, radiant heat trapped by smog and a lack of shade vegetation. Several vector-borne diseases might respond to temperature changes associated with urbanization, particularly as these areas can also provide irrigated regions necessary for vector reproduction [2]. Specifically, more moderate winters and the dampened seasonality of urban centers could increase the survival, breeding success and activity of arthropod vectors that are essential for the transmission of many pathogens. In Stockholm, Sweden, for example, such conditions have lengthened the period of activity in the tick *Ixodes ricinus*, coinciding with an elevated incidence of tick-borne encephalitis in rodents and humans [40]. However, other factors could also have a role in this pattern, including human outdoor activity and higher rodent host densities; few studies have examined heat island effects on the ecology of vector-borne diseases.

Reduced seasonality in urban areas could also affect the persistence of parasite transmission stages in the

environment [41] and could favor the migration into cities of animals that serve as reservoir hosts for pathogens affecting humans [42]. Reduced seasonality can also increase population growth rates of some wildlife hosts by lengthening their breeding season, an effect that has been demonstrated for dark-eyed juncos *Junco hymenalis* inhabiting an urban site in California [43]. In such cases, a longer recruitment period could increase the probability of epidemics for pathogens that depend on susceptible hosts produced via new births [44]. By contrast, milder winter climates might reduce the individual-level impacts of infectious disease, especially if infected animals in harsher seasonal climates frequently die of secondary causes, such as exposure or starvation. Thus, similar to the effects of food provisioning, changes in the urban microclimate have multiple and, in some cases, opposite effects on pathogens affecting wildlife hosts.

Consequences for wildlife conservation and public health

Although habitat loss and overexploitation are widely recognized as major causes of wildlife population declines, infectious diseases have become increasingly significant to animal conservation [6,7]. Beyond the direct impacts of urbanization on biodiversity, epidemiological processes altered by urban habitats can generate further challenges for wildlife populations. Of particular importance are multi-host pathogens that affect animals living at low population densities through interactions with other host species (Box 2; Table 1). For example, Cooper's hawks *Accipiter cooperii* nesting in urban areas experienced more than double the nest failure rate of hawks nesting in the suburbs. Most nestling mortalities were caused by trichomoniasis, a protozoan disease that can be transmitted through feeding on infected pigeons and doves [45]. Efforts targeted at lowering transmission among urban-adapted species (such as vaccination, treatment with anti-parasitic drugs or reducing supplemental food resources) could therefore limit pathogen transmission to less-abundant wildlife hosts.

Many wildlife species are absent from urban centers, and species that survive well in cities generally do not warrant conservation concern. However, several examples in Table 1 emphasize that processes occurring in cities and suburbs influence remnant wildlife populations within cities and can reach beyond the city limits. In at least one case, environmental contamination with *B. procyonis* by infected raccoons is directly linked to population declines in an endangered host species, the Allegheny woodrat *Neotoma magister* [46]. Decreasing risks to wildlife for this and other pathogens might require limiting the build up of environmental pathogen pollution, or reducing the population densities of reservoir hosts and tracking their movements from urban to more rural areas.

A better understanding of processes that impact wildlife–pathogen dynamics in urban landscapes should also point towards new approaches for limiting the risk of human exposure to zoonotic diseases. For example, information about population densities, contact rates and movements of skunks and raccoons have been used to predict urban sites at high risk for rabies outbreaks [47]. Similar information for foxes harboring *E. multilocularis* can suggest strategies for concentrating urban disease control efforts, including baited vaccines or chemotherapy targeted at urban foxes (e.g. Ref. [48]) and limiting resource accumulation where animals might congregate near human dwellings.

Finally, urban planning represents a potential tool for altering habitats in ways that might reduce disease risks for both humans and wildlife hosts. Efforts to decrease impervious surface coverage, such as urban reforestation projects, could lower the potential for heat island effects on host reproduction, vector breeding and pathogen transmission. Because high wildlife biodiversity might reduce the net transmission of some multi-host vector-borne pathogens [19], increasing native vegetation and creating habitat corridors to facilitate reintroductions could also reduce pathogen prevalence and limit the risk of human exposure. We are not aware of any such strategies in use in urban settings to mitigate disease risk, but this represents an avenue for future collaboration among urban planners, veterinary biologists and wildlife ecologists.

Challenges for future research

As human populations continue to migrate into cities and urban areas expand (Box 1), managing disease threats for humans and wildlife will depend on future research at the interface of two rapidly growing disciplines: urban ecosystem studies and infectious disease ecology. Surveillance programs targeted towards zoonotic agents would improve the ability of scientists to detect new agents entering cities and to document infections of pre-existing pathogens in novel host species. Also needed are studies that identify host–pathogen systems restricted to wildlife for which urbanization has significant impacts. Often overlooked for zoonotic diseases, these pathogens can have important consequences for animal species already threatened by other factors [13,16].

Perhaps most importantly, experimental and modeling approaches are needed to move beyond associational patterns and to tease apart the complex mechanisms by which urbanization affects hosts, pathogens and vectors. For example, to what degree do air pollution, noise and other environmental stressors influence wildlife susceptibility to infection, and are these effects counterbalanced by increased food resources or milder winter climates in cities? How does host immunity interact with physical landscape characteristics that alter host contact rates? In terms of vector-borne diseases, better information is needed regarding how biting arthropods are influenced by the heat island effect, distribution of breeding sites and shifts in host-species availability across urban–rural gradients.

To address these and other questions, manipulative field studies will become increasingly important for investigating wildlife–pathogen interactions in urban environments. Within the past decade, two cities in the USA were added to the Long-Term Ecological Research site network (http://www.lternet.edu/; funded by the National Science Foundation): Baltimore, MD and Phoenix, AZ [1]. Together with urban research sites in Europe, Asia and Latin America, these cities can serve as grounds for testing hypotheses

concerning the effects of host species diversity, food provisioning and environmental variables on the spread of wildlife diseases [20,22]. In turn, studies replicated across multiple locations can begin to explore how factors such as wildlife community composition, pollution and urban microclimates are affected by human population density, socioeconomic variables and land-use patterns.

Concluding remarks

Our goal here was to identify key hypotheses concerning how wildlife–pathogen interactions will respond to urbanization and to highlight several examples that best illustrate these processes. Unlike other land-use changes that can influence wildlife disease emergence (e.g. forest fragmentation or agricultural intensification), the extreme changes that accompany urbanization probably cause declines or losses of most wildlife species and their associated parasites. However, the debate over positive versus negative effects of urbanization on the prevalence and impacts of wildlife diseases is likely to intensify as more research is published. Better understanding of the types of wildlife pathogens that do persist in urbanized areas, and mechanisms that cause increases in prevalence or impacts, can point to new strategies for limiting the risk of human and wildlife exposure in urban centers, and will improve our understanding of the ecological drivers behind spatial variation in pathogen occurrence.

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http://www.evolutionau.org

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http://www.evolutionsociety.org/meetings.htm

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Society for Conservation Biology Annual Meeting, Port Elizabeth, South Africa
http://www.nmmu.ac.za/scb/

16–18 July 2007
ENTO '07: RES Annual National Meeting and RES Symposium on Aquatic Insects, Edinburgh, UK
http://www.royensoc.co.uk/

5–10 August 2007
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(http://www.sil2007.org)

20–25 August 2007
11th Congress of The European Society for Evolutionary Biology, Uppsala, Sweden
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	Preliminary Estimate July 1, 2024	Revised Population Estimate July 1, 2023	Revised Population Estimate July 1, 2022	Revised Population Estimate July 1, 2021	Revised Population Estimate July 1, 2020
Oregon	**4,259,132**	**4,246,688**	**4,230,711**	**4,216,137**	**4,236,615**
BAKER	16,671	16,776	16,731	16,678	16,711
BENTON	97,663	97,473	96,904	95,506	95,241
CLACKAMAS	426,500	424,245	421,641	419,673	421,542
CLATSOP	41,779	41,600	41,381	41,255	41,174
COLUMBIA	53,638	53,261	52,898	52,609	52,741
COOS	65,263	65,290	64,999	64,835	64,934
CROOK	26,366	26,080	25,705	25,275	24,912
CURRY	23,593	23,669	23,601	23,511	23,462
DESCHUTES	207,747	205,609	203,021	200,982	199,061
DOUGLAS	111,047	111,279	111,305	111,231	111,377
GILLIAM	2,063	2,059	2,045	2,037	2,020
GRANT	7,126	7,202	7,219	7,228	7,247
HARNEY	7,463	7,476	7,477	7,506	7,505
HOOD RIVER	24,349	24,159	24,044	23,867	23,995
JACKSON	220,981	220,913	221,895	222,112	223,097
JEFFERSON	25,436	25,209	24,904	24,674	24,560
JOSEPHINE	87,416	87,533	87,497	87,879	88,135
KLAMATH	69,828	69,923	69,955	69,745	69,569
LAKE	8,217	8,233	8,225	8,219	8,179
LANE	382,641	382,260	381,315	380,503	382,628
LINCOLN	51,122	50,984	50,732	50,433	50,457
LINN	130,474	129,806	128,868	128,569	128,776
MALHEUR	31,379	31,545	31,558	31,338	31,619
MARION	346,824	346,831	346,006	345,010	346,034
MORROW	12,293	12,299	12,260	12,267	12,224
MULTNOMAH	800,178	799,240	798,824	798,827	812,716
POLK	88,771	88,586	88,417	87,808	87,507
SHERMAN	1,906	1,905	1,909	1,883	1,882
TILLAMOOK	27,464	27,426	27,392	27,395	27,408
UMATILLA	80,900	80,617	80,020	79,763	80,145
UNION	26,005	26,009	26,046	26,067	26,198
WALLOWA	7,452	7,480	7,518	7,486	7,462
WASCO	26,410	26,561	26,585	26,490	26,659
WASHINGTON	611,153	606,908	602,424	598,341	600,165
WHEELER	1,433	1,438	1,440	1,452	1,455
YAMHILL	109,581	108,804	107,950	107,683	107,818

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November 15, 2024

Incorporated City/Town	Preliminary Estimate July 1, 2024	Revised Estimate July 1, 2023	Revised Estimate July 1, 2022	Revised Estimate July 1, 2021	Revised Estimate July 1, 2020
Adair Village	1,365	1,365	1,358	1,305	1,094
Adams	398	402	393	395	389
Adrian	153	154	156	155	157
Albany	57,544	57,390	56,747	56,703	56,470
Amity	1,835	1,833	1,833	1,832	1,786
Antelope	35	36	37	37	37
Arlington	666	668	663	652	642
Ashland	21,579	21,490	21,485	21,405	21,374
Astoria	10,131	10,130	10,129	10,155	10,208
Athena	1,214	1,213	1,213	1,212	1,209
Aumsville	4,025	4,092	4,146	4,186	4,230
Aurora	1,073	1,094	1,106	1,119	1,131
Baker City	10,104	10,098	10,083	10,074	10,074
Bandon	3,592	3,591	3,503	3,407	3,390
Banks	1,864	1,864	1,787	1,803	1,832
Barlow	139	140	138	131	133
Bay City	1,454	1,442	1,434	1,415	1,401
Beaverton	99,843	99,764	99,090	97,650	97,522
Bend	104,089	102,558	100,987	100,081	99,278
Boardman	4,291	4,163	4,103	4,033	3,879
Bonanza	421	423	402	403	404
Brookings	6,829	6,918	6,828	6,771	6,746
Brownsville	1,830	1,823	1,832	1,698	1,697
Burns	2,693	2,705	2,708	2,730	2,731
Butte Falls	425	423	431	442	441
Canby	19,114	18,835	18,534	18,371	18,183
Cannon Beach	1,508	1,502	1,498	1,493	1,491
Canyon City	667	665	665	667	665
Canyonville	1,639	1,654	1,648	1,646	1,646
Carlton	2,414	2,391	2,311	2,267	2,222
Cascade Locks	1,404	1,399	1,398	1,390	1,390
Cave Junction	2,103	2,102	2,101	2,097	2,083
Central Point	19,363	19,165	19,115	19,105	19,045
Chiloquin	756	760	765	767	768
Clatskanie	1,791	1,765	1,755	1,717	1,716
Coburg	1,385	1,350	1,318	1,312	1,249
Columbia City	1,946	1,935	1,946	1,935	1,935
Condon	724	715	716	712	707
Coos Bay	16,093	16,090	16,002	15,986	15,985
Coquille	4,018	4,018	4,012	4,011	4,011
Cornelius	14,490	13,835	13,642	12,721	12,704
Corvallis	60,408	60,217	59,826	58,397	59,993
Cottage Grove	10,879	10,878	10,703	10,691	10,584
Cove	627	624	625	625	620
Creswell	5,735	5,685	5,673	5,631	5,644
Culver	1,645	1,644	1,628	1,613	1,599
Dallas	17,924	17,779	17,423	17,185	16,854
Dayton	2,665	2,695	2,694	2,689	2,678
Dayville	138	140	136	134	132

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Depoe Bay	1,547	1,546	1,536	1,528	1,517
Detroit	167	160	144	111	203
Donald	1,079	989	1,003	1,010	1,007
Drain	1,163	1,168	1,166	1,170	1,175
Dufur	632	631	632	632	631
Dundee	3,249	3,245	3,242	3,241	3,241
Dunes City	1,423	1,422	1,429	1,430	1,426
Durham	1,873	1,889	1,898	1,911	1,939
Eagle Point	9,866	9,759	9,744	9,725	9,690
Echo	601	614	625	622	629
Elgin	1,806	1,806	1,744	1,715	1,716
Elkton	197	197	184	184	185
Enterprise	2,107	2,107	2,106	2,096	2,078
Estacada	5,454	5,240	5,017	4,501	4,433
Eugene	177,155	176,993	176,248	174,854	176,759
Fairview	10,473	10,436	10,437	10,427	10,426
Falls City	1,122	1,110	1,097	1,127	1,054
Florence	9,598	9,567	9,547	9,522	9,404
Forest Grove	26,916	26,779	26,242	25,746	26,413
Fossil	442	443	443	447	448
Garibaldi	841	815	824	825	830
Gaston	656	658	661	665	674
Gates	573	565	552	478	547
Gearhart	1,905	1,888	1,888	1,863	1,839
Gervais	2,724	2,770	2,728	2,600	2,589
Gladstone	11,944	12,013	11,997	11,989	11,987
Glendale	859	861	861	862	861
Gold Beach	2,396	2,389	2,364	2,359	2,350
Gold Hill	1,345	1,339	1,337	1,336	1,330
Granite	31	32	32	32	32
Grants Pass	39,572	39,518	39,413	39,328	39,249
Grass Valley	156	155	156	150	150
Greenhorn	3	3	3	3	3
Gresham	115,233	115,212	114,151	114,052	114,281
Haines	377	377	369	368	370
Halfway	346	343	346	346	348
Halsey	960	953	951	961	961
Happy Valley	27,637	26,237	25,633	24,609	23,941
Harrisburg	3,670	3,665	3,661	3,661	3,654
Helix	184	187	190	191	193
Heppner	1,163	1,171	1,170	1,186	1,190
Hermiston	20,177	20,061	19,727	19,500	19,440
Hillsboro	111,006	109,867	108,467	107,420	106,503
Hines	1,659	1,661	1,655	1,655	1,652
Hood River	8,574	8,503	8,410	8,333	8,327
Hubbard	3,385	3,382	3,409	3,439	3,476
Huntington	483	491	495	495	498
Idanha	150	151	152	154	156
Imbler	247	246	247	251	247

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November 15,2024

Incorporated City/Town	Preliminary Estimate July 1, 2024	Revised Estimate July 1, 2023	Revised Estimate July 1, 2022	Revised Estimate July 1, 2021	Revised Estimate July 1, 2020
Independence	10,056	10,014	10,010	10,045	9,831
Ione	331	331	334	339	339
Irrigon	2,045	2,045	2,033	2,017	2,013
Island City	1,119	1,119	1,125	1,142	1,143
Jacksonville	3,066	3,056	3,057	3,052	3,024
Jefferson	3,515	3,402	3,355	3,351	3,328
John Day	1,617	1,645	1,658	1,661	1,667
Johnson City	515	518	516	526	538
Jordan Valley	128	129	130	129	130
Joseph	1,152	1,151	1,162	1,166	1,164
Junction City	7,410	7,205	6,873	6,866	6,792
Keizer	39,249	39,180	39,174	39,133	39,442
King City	4,810	4,818	4,841	4,873	5,171
Klamath Falls	22,108	22,098	22,085	21,881	21,855
La Grande	12,818	12,817	12,869	12,813	13,029
La Pine	3,110	2,978	2,804	2,630	2,549
Lafayette	4,541	4,539	4,439	4,435	4,425
Lake Oswego	41,129	41,086	40,924	40,652	40,711
Lakeside	1,921	1,921	1,905	1,900	1,902
Lakeview	2,403	2,419	2,420	2,438	2,424
Lebanon	19,936	19,763	19,177	18,747	18,559
Lexington	226	237	233	237	237
Lincoln City	10,103	10,032	9,930	9,852	9,842
Lonerock	25	25	25	25	25
Long Creek	170	173	172	172	173
Lostine	237	240	242	243	243
Lowell	1,261	1,235	1,218	1,188	1,193
Lyons	1,210	1,196	1,196	1,186	1,205
Madras	7,982	7,954	7,833	7,664	7,558
Malin	725	729	729	731	732
Manzanita	635	632	616	605	604
Maupin	435	429	431	425	426
Maywood Park	780	787	794	800	822
McMinnville	34,774	34,734	34,099	33,946	34,447
Medford	88,352	86,937	86,885	86,598	85,910
Merrill	826	825	819	824	822
Metolius	1,004	1,000	976	978	977
Mill City	2,063	2,068	1,998	2,009	1,997
Millersburg	3,139	3,074	3,028	2,985	2,921
Milton-Freewate	7,289	7,206	7,180	7,060	7,158
Milwaukie	21,408	21,206	21,191	21,186	21,180
Mitchell	137	137	138	138	138
Molalla	10,489	10,216	10,192	10,174	10,202
Monmouth	11,516	11,456	11,355	10,954	11,487
Monroe	703	703	703	646	646
Monument	110	114	115	115	115
Moro	371	371	372	368	369
Mosier	485	478	478	467	467
Mt. Angel	3,594	3,542	3,486	3,407	3,404

November 15, 202
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November 15,2024

Incorporated City/Town	Preliminary Estimate July 1, 2024	Revised Estimate July 1, 2023	Revised Estimate July 1, 2022	Revised Estimate July 1, 2021	Revised Estimate July 1, 2020
Mt. Vernon	535	546	545	547	549
Myrtle Creek	3,509	3,501	3,497	3,495	3,485
Myrtle Point	2,490	2,488	2,475	2,474	2,475
Nehalem	290	278	274	274	273
Newberg	26,249	25,731	25,514	25,340	25,152
Newport	10,623	10,565	10,558	10,472	10,363
North Bend	10,434	10,433	10,391	10,303	10,298
North Plains	3,815	3,655	3,451	3,447	3,444
North Powder	497	499	499	504	504
Nyssa	3,290	3,285	3,286	3,236	3,233
Oakland	940	939	937	932	932
Oakridge	3,167	3,199	3,198	3,196	3,193
Ontario	11,874	11,871	11,755	11,666	11,655
Oregon City	38,029	38,013	37,590	37,578	37,572
Paisley	242	246	248	248	250
Pendleton	16,996	16,929	16,837	17,145	17,124
Philomath	5,644	5,637	5,636	5,600	5,350
Phoenix	4,413	4,281	4,250	4,247	4,459
Pilot Rock	1,316	1,315	1,308	1,306	1,322
Port Orford	1,162	1,146	1,150	1,148	1,146
Portland	639,448	638,624	639,126	639,230	652,498
Powers	710	715	714	709	711
Prairie City	830	830	837	839	842
Prescott	83	83	83	83	82
Prineville	11,466	11,351	11,126	10,957	10,814
Rainier	1,939	1,929	1,920	1,914	1,912
Redmond	36,309	35,906	35,351	34,658	33,728
Reedsport	4,368	4,318	4,317	4,318	4,312
Richland	158	161	162	163	164
Riddle	1,216	1,215	1,213	1,210	1,215
Rivergrove	557	552	554	550	544
Rockaway Beacl	1,492	1,489	1,487	1,469	1,459
Rogue River	2,419	2,410	2,441	2,441	2,409
Roseburg	23,876	23,817	23,820	23,729	23,713
Rufus	274	274	271	269	270
Salem	177,567	177,361	177,192	175,942	175,648
Sandy	12,933	12,911	12,683	12,660	12,643
Scappoose	8,231	8,179	8,038	8,011	8,013
Scio	952	948	953	963	955
Scotts Mills	434	432	426	424	423
Seaside	7,268	7,234	7,174	7,128	7,092
Seneca	166	170	164	164	165
Shady Cove	3,070	3,071	3,070	3,070	3,081
Shaniko	21	21	30	30	30
Sheridan	6,277	6,018	6,156	6,277	6,400
Sherwood	20,781	20,657	20,484	20,464	20,447
Siletz	1,215	1,214	1,217	1,219	1,223
Silverton	10,882	10,861	10,548	10,528	10,494
Sisters	3,738	3,658	3,451	3,264	3,106

November 15, 20
popest@pdx.edu
Prepared by Population Research Center
College of Urban and Public Affairs, Portland State University
Population Research Center
College of Urban and Public Affairs, Portland State University

November 15,2024

Incorporated City/Town	Preliminary Estimate July 1, 2024	Revised Estimate July 1, 2023	Revised Estimate July 1, 2022	Revised Estimate July 1, 2021	Revised Estimate July 1, 2020
Sodaville	348	348	350	354	365
Spray	138	139	140	141	141
Springfield	62,996	62,377	62,262	61,973	61,857
St. Helens	14,492	14,383	14,223	14,238	14,067
St. Paul	430	431	429	428	433
Stanfield	2,295	2,268	2,244	2,174	2,153
Stayton	8,176	8,172	8,295	8,281	8,241
Sublimity	3,094	3,083	3,083	3,055	2,979
Summerville	115	116	117	119	119
Sumpter	198	199	201	201	202
Sutherlin	8,679	8,670	8,617	8,564	8,554
Sweet Home	10,088	10,052	10,021	9,884	9,839
Talent	6,411	6,092	6,051	6,021	6,285
Tangent	1,196	1,191	1,197	1,210	1,229
The Dalles	16,103	16,087	16,048	15,962	16,014
Tigard	56,392	54,935	54,848	54,729	54,549
Tillamook	5,198	5,232	5,218	5,254	5,190
Toledo	3,631	3,629	3,581	3,546	3,546
Troutdale	15,790	15,786	15,777	15,752	16,162
Tualatin	27,753	27,625	27,775	27,789	27,858
Turner	2,669	2,714	2,698	2,614	2,521
Ukiah	270	233	231	241	237
Umatilla	8,256	8,069	7,859	7,532	7,404
Union	2,162	2,155	2,156	2,155	2,148
Unity	40	40	40	40	40
Vale	1,837	1,888	1,883	1,874	1,894
Veneta	5,259	5,246	5,224	5,220	5,212
Vernonia	2,433	2,404	2,403	2,378	2,375
Waldport	2,339	2,337	2,307	2,275	2,250
Wallowa	795	801	801	804	803
Warrenton	6,446	6,410	6,321	6,322	6,304
Wasco	419	420	422	419	420
Waterloo	213	213	214	219	222
West Linn	27,568	27,511	27,475	27,477	27,379
Westfir	253	255	255	257	258
Weston	671	682	691	695	703
Wheeler	422	421	420	420	422
Willamina	2,237	2,241	2,234	2,239	2,243
Wilsonville	27,048	26,822	26,828	26,793	26,684
Winston	5,666	5,667	5,664	5,684	5,652
Wood Village	4,388	4,420	4,420	4,397	4,388
Woodburn	28,861	27,543	26,511	26,062	26,014
Yachats	990	986	990	991	994
Yamhill	1,199	1,198	1,197	1,197	1,164
Yoncalla	1,057	1,057	1,030	1,034	1,029

November 15, 202
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November 15,2024

November 15, 2024
popest@pdx.edu

November 20, 2024

RE: Metro Consideration of Sherwood West UGB Expansion Proposal

Greetings Metro Councilors,

My name is Jim Marsh. My wife Laurie and I live in a home we built on family property 35 years ago. Our property, consisting of two lots each with a home and rural acreage, totaling 10 acres, and is located on the North West portion of the Sherwood West UGB expansion tract. The expansion proposal currently plans to zone our property for Industrial applications, after UGB expansion.

We are not opposed to all development, or opposed simply because it impacts our property. As a recently retired semiconductor design engineer, my career focused on research and design development, so I know the value of properly conceived and executed development projects. Any community that desires healthy growth needs well designed and executed development, providing the needs for homes and jobs, while protecting and enhancing the heritage and culture of the community.

The Sherwood West expansion proposal as considered by Metro does not match the projected needs of Sherwood and the south western Metro region as stated in Metro's most recent estimates. Just as important, it does not protect nor does it enhance the heritage and culture of the Sherwood community.

Focused Industrial site development based on state regulation and CHIPS investment is driving the need for dedicated 50+ acre sites, which might be available in the North west portion of the expansion tract. The likely use case for the above-mentioned drivers, providing 3 to 4 thousand jobs, would require major traffic development, both for employee commuting and transport of many hazardous chemicals needed for semiconductor manufacturing. This unique flavor of manufacturing also needs an immense quantity of clean water and power, necessitating monumental infrastructure development to the most remote section of the expanded UGB.

We oppose the proposed Sherwood West UGB expansion proposal due to the following:

- Productive forestland within our property would be adversely impacted or destroyed by development after UGB expansion, given the current zoning plan for our property.
    - Many of the douglas fir trees in our forest are more than 60 years old, prime growing age, and are healthily sequestering carbon.

- Productive orchard land within our property would be adversely impacted or destroyed by development after UGB expansion.

- Exotic trees and plants making up an arboretum that previously existed on our property would be adversely impacted or destroyed by development after UGB expansion.

- Productive forestland adjacent to the expansion would be adversely impacted by development after UGB expansion of the proposed tract.

- Necessary traffic expansion resulting from re-zoning and development after UGB expansion would adversely impact wildlife habitat and migratory patterns.

- Necessary traffic expansion resulting from re-zoning and development after UGB expansion would adversely impact community quality of life due to traffic noise and congestion.

- Necessary traffic expansion resulting from re-zoning and development after UGB expansion would adversely impact our property value.

- Necessary utility infrastructure additions required by the current zoning plan in our portion of the Sherwood West UGB expansion proposal would adversely impact wildlife habitat and migratory patterns.

- Necessary utility infrastructure additions required by the current zoning plan in our portion of the Sherwood West UGB expansion proposal would be very expensive.

- Our property value has been adversely impacted, during the UGB proposal consideration phase, and will continue to decline after UGB expansion.

- Wildlife that resides on our property (which has Title 13 Status), would be killed by development after UGB expansion. Wildlife species include, but are not limited to, deer, cougar, bobcat, coyote, raccoon, hawks, falcons, owls, hummingbirds, and others.

Thank you for your time and consideration.

Best Regards,

Jim Marsh

18850 SW Schroeder Lane
Sherwood, OR 97140

Georgia Langer

From: James Marsh <james.wh.mar@gmail.com>
Sent: Wednesday, November 20, 2024 10:31 PM
To: Roger Alfred; Ted Reid; Legislative Coordinator
Cc: kleinmanjl@aol.com; robertliberty9425@comcast.net; sherwoodfarmalliance@gmail.com; James Marsh
Subject: [External sender]RE: Additional information submitted to the record of Metro's UGR report and UGB decision
Attachments: Sherwood_West_NO_112124.docx

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Mr. Reid and Mr. Alfred,

I oppose the proposed Sherwood West UGB expansion because the size and scope of the proposed expansion is not in the best interest of the Sherwood community, and the proposed Industrial zoning in the north portion of the proposed expansion destroys local flora, fauna, and elements of the heritage and culture of Sherwood.

I am sending this email, and an attached letter with evidence that supports my position, for consideration by the Metro Council as part of their deliberations on the Urban Growth Report and proposed Sherwood West urban growth boundary expansion on November 21.

Please confirm that this email and the attached letter have been made a part of the record of this proceeding.

Thank you for your assistance.

With Best Regards,
Jim Marsh
18850 SW Schroeder Ln, Sherwood, Or 97140

Georgia Langer

From: Legislative Coordinator
Sent: Wednesday, November 20, 2024 2:58 PM
To: Legislative Coordinator
Subject: FW: [External sender]Additional information submitted to the record of Metro's UGR report and UGB decision
Attachments: Migration Report_Finalized.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Mr. Reid and Mr. Alfred,

We oppose the proposed Sherwood West UGB expansion. It is simply not needed or justified because population growth is not happening. Net migration is negative and has been since 2022 (reference the attached file). You should not approve the expansion because it is based on flawed premises.

The population study you paid your consultant for appears to be wishful thinking, looking for ways to justify why this negative population trend will not continue. Hope is not a strategy! Ask yourselves why anyone would choose to move here. Taxation rates are very high (OR income tax, Metro SHS tax, Estate tax). The cost of living in Portland is higher than 76% of U.S. cities. We are apparently unable to solve the homeless and drug issues, and solutions are sorely needed clean up our streets. Businesses are fleeing. On top of the social issues, Oregon is not exactly the ideal place to do business considering our location and tax structure(s). This environment must change if Oregon hopes to lure new residents.

There are many other reasons not to approve this. Just read the public comments. Read the concerns about converting farms into houses/factories, the need to prioritize infill, cost and additional tax burdens for infrastructure, traffic problems, on and on. It is CLEAR that these public comments were not really taken seriously, and that this thing was going to be approved regardless of any concerns. What is not clear is WHY?

By approving this unnecessary expansion, METRO is going against what you were created to do…to stop urban sprawl!

Please confirm that this email and it's attachment have been made a part of the record of this proceeding.

Thank you for your assistance.

Sincerely,
Alan and Jo Pearson
20275 SW Edy Rd
Sherwood, OR 97140

OCTOBER 2024

Domestic Migration Data – 2023

Migration Slowdown: Oregon Struggles to Retain Residents

Authors: Serra Kirsch, Mark McMullen

Oregon's Migration Landscape: Evolving Patterns and New Challenges

Recent estimates from the U.S. Census Bureau indicate significant shifts in Oregon's migration patterns, altering its long-standing net gains of both domestic and international migrants. Historically, Oregon consistently ranked within the top 20 states for population growth from net migration. However, since 2020, the state has witnessed profound changes in its demographic dynamics. Although migrants continue to be drawn to the state, some residents are leaving and the birth rate has been very low, leading to small population losses. The last time Oregon saw its population decline was in the early 1980's when wood product mills closed across the state. The current environment is much different, with the job market healthy in most regions.

According to the latest Census figures, between 2022 and 2023, Oregon's population experienced a decline of approximately 6,000 individuals, equating to a 0.14% decrease within a single year. This reduction is primarily attributed to a diminishing natural growth rate—defined as the number of births minus the number of deaths—coupled with net outflows in domestic migration, where the number of residents leaving the state surpasses those arriving. Oregon's birth rate ranks in the bottom five across states and saw a spike in population outflows during 2022. Although these outflows came back to earth in 2023, net migration remained slightly negative.

Although international migration has provided some counterbalance to the decline in natural growth, its impact was not as substantial in 2023 as in the previous year. In terms of the net migration rate, which combines both international and domestic flows, Oregon ranked 45th among all states and Washington D.C. in 2023. This ranking underscores a concerning trend: for the second consecutive year, Oregon recorded negative net migration, indicating more people are leaving the state than arriving. This decline highlights the growing challenge Oregon faces in maintaining population stability and addressing factors driving outmigration.

Key Findings:

- Oregon's peak migration rank was 2nd in 2016, but by 2023, it had fallen dramatically to 45th, marking a significant outflow of residents. Many moved to less expensive areas in other states. This shift represents a sharp decline from its earlier standing as one of the top states attracting movers.
- The number of households earning over $200,000 has grown significantly over the last decade, although the share of these households dipped in 2021 and 2022.
- The working age groups (25-44 years old) in Oregon have shown volatile migration patterns, with a long period of positive net migration followed by sharp increase in outmigration around 2020, stabilizing again by 2023.
- Oregon experienced a net population decrease of about 6,000 people from 2022 to 2023, largely due to reduced natural growth, increased domestic outmigration, and insufficient gains from international migration to offset these losses.
- California and Washington are the main sources of domestic incoming migrants, while the top destinations for residents leaving Oregon are Washington, California, Arizona, Texas, and Idaho.

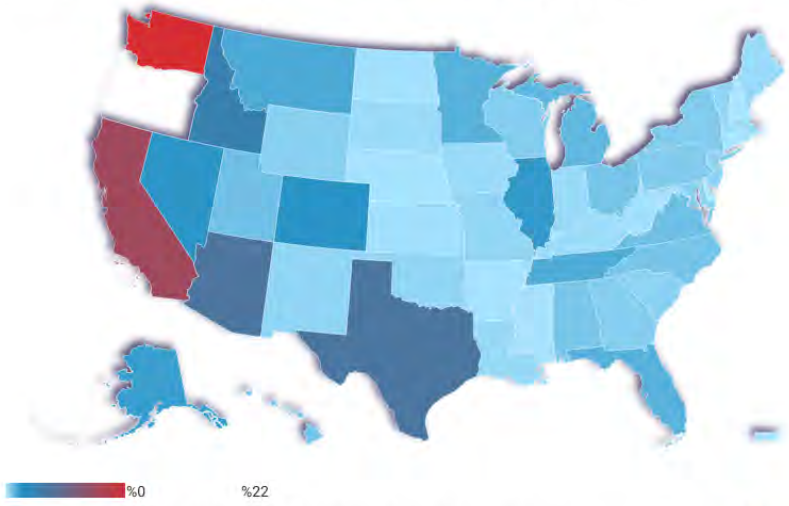
- Despite a downturn in domestic net migration, international migration showed some recovery post-pandemic, but it was insufficient to offset the overall migration losses.
- Oregon's declining net migration contrasts with neighbouring states like Washington, Idaho, and Nevada, which have maintained or improved their gains. Idaho and Nevada have retained their affordability advantages, and most of the gains in Washington have come in low-cost rural areas.

Detailed Migration Flows to and from Oregon

In 2023, approximately 125,246 individuals moved to Oregon, while 131,403 residents left, indicating a net migration loss.

Incoming Migration (Inflow):
The primary sources of incoming migrants are neighboring states, with California leading at 33,807 and Washington following with 22,169. Arizona, which contributed 7,144 new residents, represents another significant origin of new Oregonians. The close proximity and possibly similar economic opportunities or lifestyle preferences likely influence these migration patterns. The rate of inflows into Oregon has remained relatively stable in recent years. Recent data on out-of-state driver's licenses surrendered suggest that healthy inflows continued into 2024.

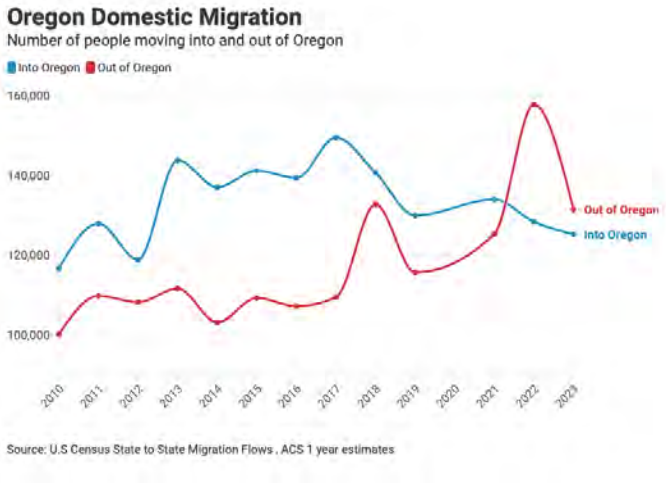
Destinations of Oregonians: Where Are They Moving?



Source: U.S. Census Bureau 2021 boundaries , U.S. Census Bureau Population Estimates
This map visualizes the destinations of Oregonians relocating to other states, represented as a percentage of the total number of movers. Darker reds indicate a higher percentage of the total movers from Oregon settling in those states, while lighter blues show a lower percentage.

Outgoing Migration (Outflow):
The main destinations for Oregonians moving out are also largely within the region. Washington is the top destination, attracting 29,960 Oregonians, followed by California with 22,162. Other popular destinations include Arizona and Texas, receiving 10,465 and 10,131 Oregonians respectively, and Idaho with 7,458 movers. While the overall outflows to neighboring states, net population losses have clearly been driven by movers to lower-cost regions.

From 2010 to 2021, more individuals moved into the state than left. In 2021, there was a surge in outmigration. However, by 2023, this trend halted, and a drastic decrease in outmigration was observed, while the number of people moving into Oregon remained stable during this short period of drastic volatility in outmigration.



One interesting aspect of the 2023 data has been growth in the number of high-income households in the Portland area. Anecdotally, many such households have been driven from the city due to recent tax reforms. However, in Multnomah County, the number of households earning over $200,000 rose from around 40,000 in 2021 to 55,000 in 2023. This growth could still be consistent with anecdotes of households fleeing taxes. Income growth has been very strong, leading to more existing households crossing the $200,000 threshold.



Shifting Currents: A Decade of Migration Trends in Oregon

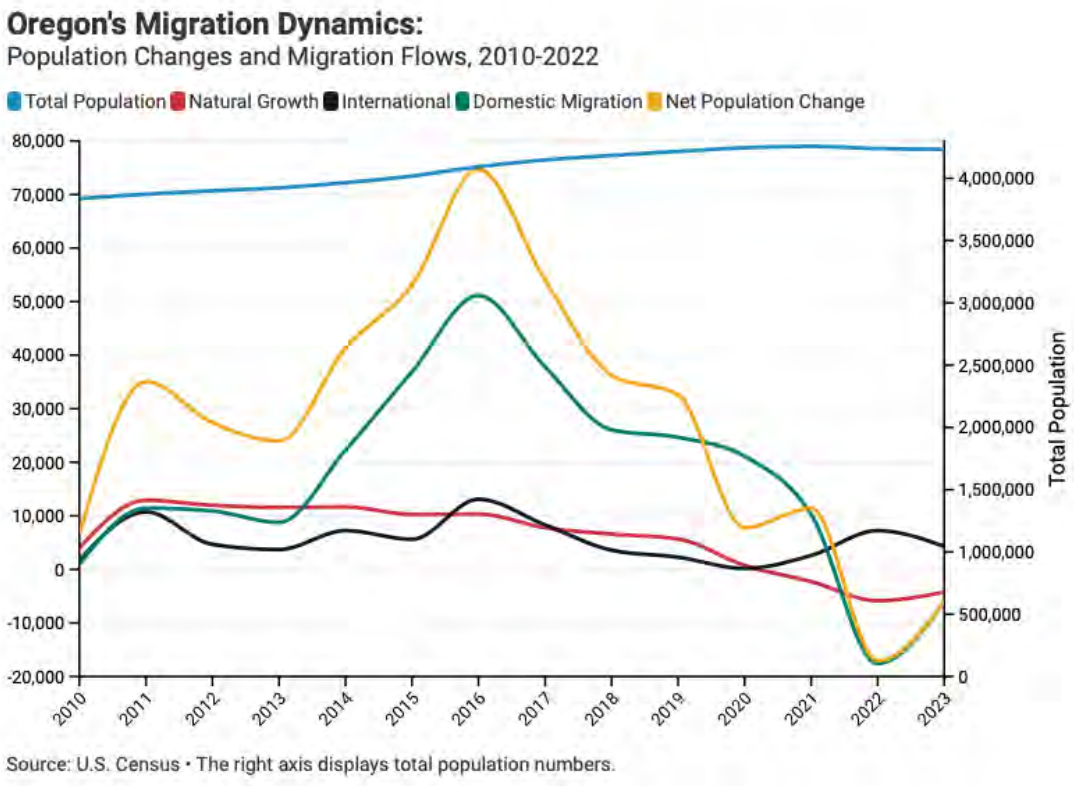
From 2010 to 2016, Oregon experienced a significant rise in net population growth and net migration, which is the sum of domestic and international migration, reaching a peak in 2016. This period was characterized by substantial contributions from both international and domestic movements. However, after reaching this peak, the trends shifted, with net migration gradually declining, despite occasional recovery. This decline was predominantly influenced by fluctuations in domestic migration, which has been the critical component shaping the overall migration landscape.

By 2021, natural growth turned negative for the first time, contributing to the downward trend of population growth. In part this was due to a spike in the number of deaths associated with the COVID pandemic. Going forward, the larger concern is Oregon's low birth rate which remains low despite the large millennial cohort entering their peak child-bearing years.

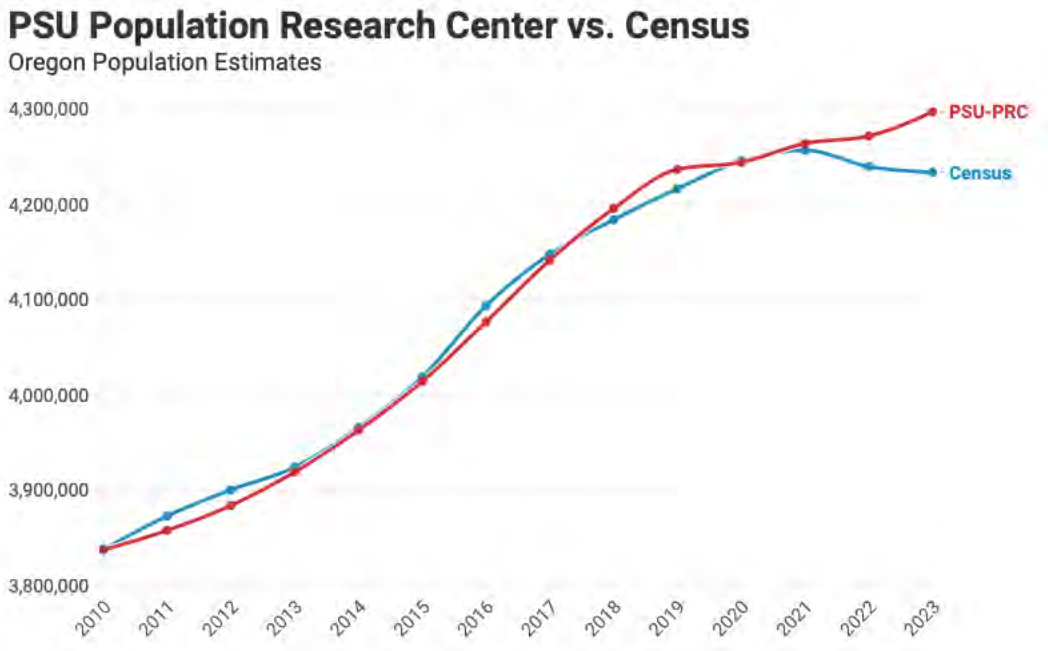
Although Oregon's birth rate has ticked up recently, it remains stubbornly low, ranking in the bottom five across all states. Looking at the fertility rate (the average number of children each

woman will have over their lifetime), we are entering uncharted territory. A fertility rate of 2.1 is required to replace the existing population. Although every high-income country falls below this threshold, Oregon stands out. In the most recent data, Oregon's fertility rate was 1.4, and appears to be dropping further.

This downturn in natural population gains, combined with the decreasing domestic migration, led to total population growth dipping into small negative figures by 2022 and continuing into 2023. These recent years have underscored the challenges of reversing the negative trends in both natural growth and net domestic migration, highlighting the pivotal role of domestic migration in shaping Oregon's demographic future. In particular, Oregon's traditional ability to attract young working-aged households has been a key driver of growth in the past, and will remain key to the outlook going forward.



While the U.S. Census Bureau reports a population decrease in Oregon for the past two years, figures from Portland State University's Population Research Center (PSU-PRC) present a different narrative. Contrasting with the Census data, PSU-PRC's estimates for the last two years indicate a population increase. For example, in 2023, PSU-PRC estimated Oregon's population at 4,296,626, significantly higher than the Census's reported 4,233,358. Despite a downward revision of 10,445 people to their 2022 estimation, PSU-PRC's figures remained higher than those reported by the Census. This suggests that even if PSU-PRC revises their 2023 numbers in the future, and a under a similar margin of error, the adjusted figures would likely still exceed those of the Census. This discrepancy can be attributed to PSU-PRC's comprehensive methodology, which combines administrative data—such as birth and death records, school enrollments, and tax exemptions—with survey data collected directly from local officials. This method includes not only residents in traditional housing but also those living in settings like college dormitories, nursing homes, military barracks, and prisons.



Demographic Trends in Oregon's Net Domestic Migration

Between 2010 and 2023, Oregon has experienced varied net migration trends across different age demographics. These population dynamics that could influence state policies and economic planning.

Children (0-17 years old): Up until the late 2010s, more children were moving into Oregon than leaving. However, this trend reversed, and Oregon has since experienced a net loss in this age group. In 2023, a slight uptick in net migration suggests a recovery, primarily due to a significant decrease in the number of young residents moving out of the state.

College-Age Adults (18-24 years old): This age group has maintained a relatively stable migration pattern, with a slight decline in the early part of the decade stabilizing thereafter. The stability might reflect the state's ability to retain young adults, possibly due to educational opportunities.

Root-Setting Adults (25-34 years old): Over the past decade, Oregon has increasingly attracted young professionals and families looking to establish roots, evidenced by steady growth in net migration. However, around 2021, this demographic experienced a significant shift with increased outmigration and decreased inflows. Despite these challenges, 2023 shows signs of recovery, primarily due to a slowdown in outmigration. The upcoming years will be crucial in determining whether this recovery can be sustained.

Prime Working Age (35-44 years old): Initially, this age group experienced positive net migration rates, with inflows of prime working-age individuals consistently outpacing outflows. These rates have since stabilized. Between 2022 and 2023, there was a sharp increase followed by an equally sharp decrease in outmigration. Meanwhile, inflows into the state have remained

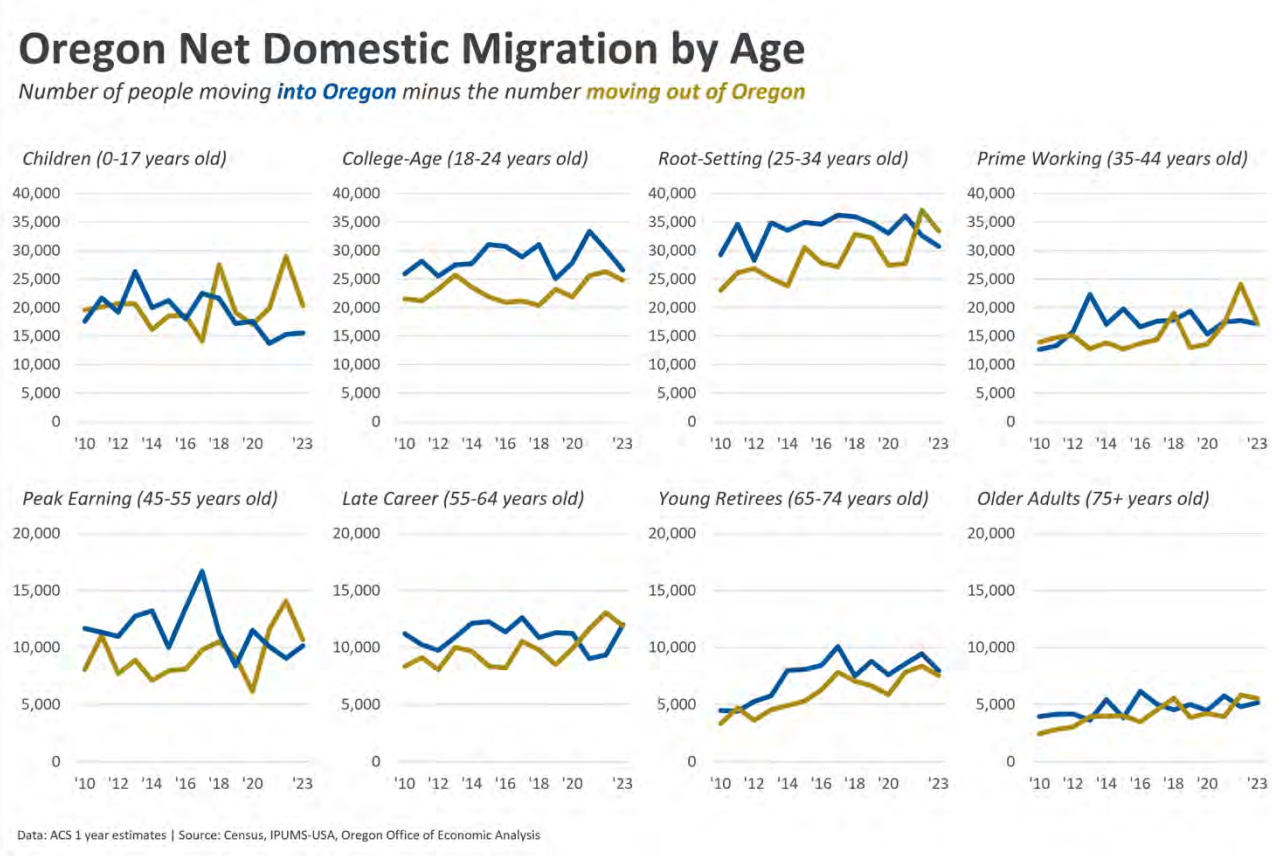
stable. The reduction in outflows in 2023 suggests a renewed interest in Oregon among established professionals, likely reflecting favorable economic or lifestyle conditions.

Peak Earning Age (45-55 years old): This demographic has exhibited the most volatility in migration trends, with significant peaks around 2016. The pattern of fluctuation is similar to that observed in the prime working age group, highlighting synchronous trends in migration behavior among mature professionals.

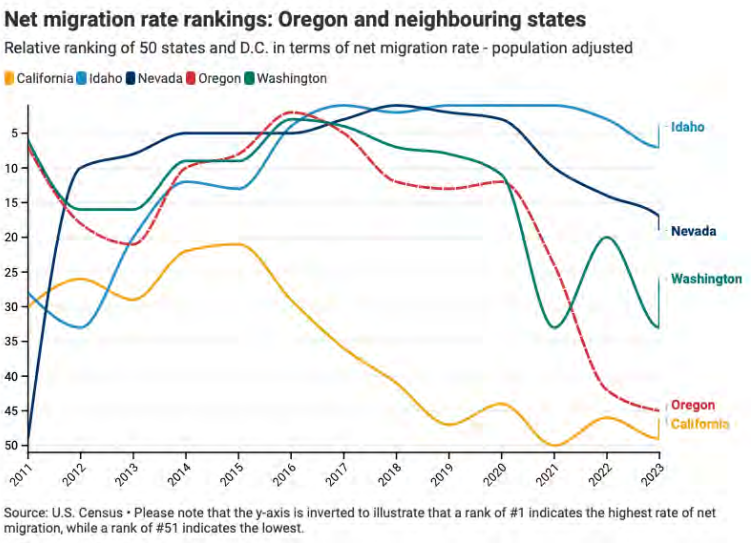
Late Career (55-64 years old): The migration pattern for this age group has been stable, with only minor fluctuations, suggesting that late-career professionals are neither moving to nor leaving Oregon in significant numbers. Recently, there was a notable swing, similar to the experiences of other working-age demographic groups, but it has since returned to the typical patterns.

Young Retirees (65-74 years old): There is a clear increasing trend in the net migration of young retirees to Oregon, with inflows consistently outpacing outflows. This sustained interest likely reflects Oregon's appeal as a retirement destination, attributed to factors such as healthcare, environmental quality, and community services.

Older Adults (75+ years old): The flat migration trend in this oldest group suggests low mobility. However, slight increases indicate a small but steady number of older adults choosing Oregon as their residence in late life, potentially for similar reasons as young retirees.



Regional Migration Trends: A comparative analysis



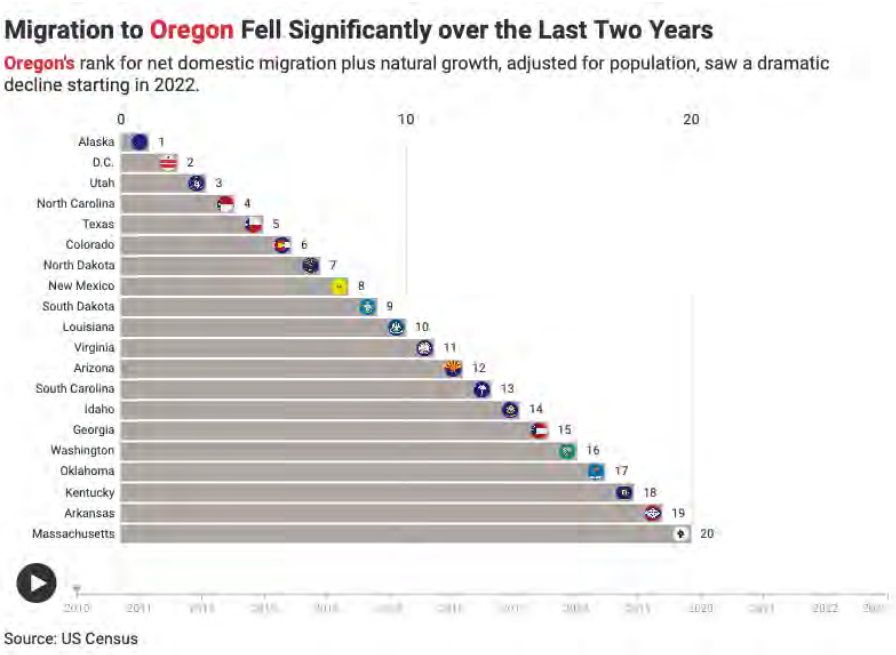
Each state's rank is based on the net migration rate, a metric that reflects the combined effects of domestic migration (people moving between states within the U.S.) and international migration (people moving between the U.S. and other countries). The net migration rate is adjusted for population size. This adjustment allows for a fair comparison between states of varying population sizes.

The ranking spans all 50 states and Washington D.C., where 1 represents the state with the highest net migration rate and 51 represents the lowest. A lower rank indicates stronger migration into the state, while a higher rank reflects stagnation or decline due to net emigration or domestic outmigration.

Oregon's Migration Patterns: Oregon's net migration ranking has fluctuated significantly over the years. In 2016, the state ranked 2nd, showing a high level of attractiveness for both domestic and international migrants. However, this trend has reversed, with Oregon's rank falling to 24th in 2021, 42nd in 2022, and further to 45th in 2023. This decline reflects increased domestic outmigration, where more people are moving out of Oregon than arriving, as well as relatively low gains from international migration. A similar pattern is observed when natural growth rate, birth-death) is taking into account.

Comparative Regional Analysis:

- Oregon's Decline: Oregon's population outflows have brought net migration down significantly. The state's rank relative to other states has worsened in recent years, moving from 2nd in 2016 to 45th in 2023.
- Regional Comparison: In contrast to lower-cost neighboring states like Idaho and Nevada, which continue to rank highly (7th and 17th, respectively, in 2023), Oregon has seen a sharp decline. Washington, which also experienced a drop in its migration ranking, stood at 33rd in 2023, highlighting regional differences in migration patterns. However, birth rates in Washington have shown some significant recent increases unlike those in Oregon.
- Shift to International Migration: While Oregon's overall migration rate has declined, there has been a slight recovery in international immigration after the pandemic. However, these gains have not been sufficient to counterbalance the larger losses from domestic outmigration.
- Population Trends: Despite these migration challenges, Oregon's population continued to grow until 2022. However, beginning in 2022, the state has seen a decline in total population, driven by the continued trend of domestic outmigration exceeding population gains from both natural growth and international migration.



Bottom Line

During every economic expansion since World War II, Oregon has experienced above-average rates of economic growth driven by inflows of migrants from other states. Many of these migrants have been young, working-age households in their root-setting years that represent the gold standard for economic development. Not only do these households create demand for housing, retail trade and services, but more importantly they have been a boon for employers. Firms in Oregon have been able to hire skilled workers at a discount relative to other states.

The recent stall in population gains puts this traditional advantage into question going forward. A higher relative cost of living may keep net migration low in the future. Oregonians are moving to lower-cost states, while healthy inflows of migrants continue from higher-cost areas. Households moving from California are leading the way as always.

Although Oregon's migration trends have been abnormally low during the current business cycle, economic growth has not. Unlike during the typical business cycle, Oregon has lagged behind other states in population and labor force growth but has made up for this with strong productivity and output gains. Investment and start-up activity have been strong, leading to a healthy overall expansion.

States with slow population gains have tended to fall into two separate camps. Those with large amounts of capital investment and productivity growth such as California and Massachusetts have enjoyed some of the strongest economies. Others, in areas such as the farm and rust belts have seen many of their regional economies stagnate. If Oregon's traditional comparative advantage in migration flows does not return in future years, public and private productivity-enhancing investments will be key to growth.

Georgia Langer

From: Claudio Ponte <cponte@hawksviewwinery.com>
Sent: Wednesday, November 20, 2024 7:50 PM
To: Roger Alfred; Ted Reid; Legislative Coordinator
Cc: Jeffrey L. Kleinman; ROBERT LIBERTY; Sherwood Farm Alliance
Subject: [External sender]Sherwood West Concept Plan

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Mr. Reid and Mr. Alfred,

I oppose the Sherwood West Concept Plan and UGB expansion plan. I am sending this email for consideration by the Metro Council as part of their deliberations on the Urban Growth Report and proposed Sherwood West urban growth boundary expansion on November 21, 2024.

As a Sherwood business owner, I strongly support planning for our city's growth, but that planning must be based on solid facts, not wishes.

Looking to the past… Sherwood grew rapidly, but according to Metro's own 2021 forecast, Sherwood is expected to grow by only 3% between now and 2045. Why would you expand the city by 40% and negatively impact valuable agricultural land for a mere 3% increase in population?

Our focus in Sherwood should be on planning to make better use of the land already annexed into the city, where we can easily accommodate a 3% increase in housing and jobs.

The Concept Plan suggests new jobs will be brought to Sherwood. Has anyone considered the jobs that will be lost with the UGB expansion? These are the rural jobs; people who work on farms or in forest management and all the related agricultural service jobs. These include maintaining farm equipment, investing in agricultural land improvements, the on-farm processing of agricultural products… Many of these jobs are site-specific because those lands grow grapes and other products and require specific kinds of soil, exposure to sun, to water and temperature. You can't have a Pinot Noir vineyard just anywhere; you can't grow Doug Fir or hazelnuts or any of the hundreds of other crops grown in Oregon just anywhere.

The Concept Plan promotes the idea that the UGB expansion lands will be the "gateway to wine country." That is ironic because we already are the Gateway to Wine Country. The expansion will destroy our unique, irreplaceable farmland and compromise the ability to expand vineyards. The wine industry contributes $8.6 billion dollars to our state's economy through sales AND wages. What about the people who work in agriculture, who are skilled, not unskilled labor. Does Metro care about them?

Imagine Sherwood's true potential—by focusing on smarter land use, we can ensure a sustainable future without sacrificing our beloved farmland and vital rural jobs. Let's make a stand for realistic growth and preserve what makes our community unique!

Please confirm that this email has been made a part of the record of this proceeding.

Thank you for your assistance.

Sincerely,
Claudio Ponte
Managing Member
Hawks View Winery
20210 SW Conzelmann Road
Sherwood, OR 97214

cponte@hawksviewwinery.com
805-338-3673

Claudio Ponte
cponte@hawksviewwinery.com

Georgia Langer

From: Ted Reid
Sent: Wednesday, November 20, 2024 8:24 AM
To: Legislative Coordinator; Connor Ayers
Subject: FW: [External sender]Additional information submitted to the record of Metro's UGR report and UGB decision
Attachments: coyote1.jpg; bobcats_x2_432x216.jpg; bobcat.png; fawn1.png; deer.jpg; DSC01824.JPG; IMG_0050.JPG

From: George Schroeder <irishschroeder437@gmail.com>
Sent: Wednesday, November 20, 2024 8:10 AM
To: Roger Alfred <Roger.Alfred@oregonmetro.gov>; Ted Reid <Ted.Reid@oregonmetro.gov>
Cc: kleinmanjl@aol.com; robertliberty9425@comcast.net; sherwoodfarmalliance@gmail.com
Subject: [External sender]Additional information submitted to the record of Metro's UGR report and UGB decision

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Mr. Reid and Mr. Alfred,

I oppose the proposed Sherwood West UGB expansion because it is not prudent for the following reasons:
- It would threaten my Title 13 status and the current habitat-friendly environment around my home. We had a sudden increase in wildlife when the trees were removed just east of Schroeder Lane which is an indication that wildlife is being crowded out. I have attached a few photos of the visitors to our back yard. They make themselves at home in the forest we have been growing for the last 45 years.
- It would be irresponsible to allow more construction near Elwert Rd. and, therefore more traffic, when the traffic density on Elwert Rd. is already unbearable. This includes semi-trucks and heavy construction vehicles on back roads where they can barely make the corners. A high traffic road such as a freeway has long been necessary to connect I-5 and The Sunset Hwy. Adding more traffic before that problem is solved makes no sense.
- It is essential to maintain our small woodlands and farms for future generations.
- The inviting rural flavor of the Sherwood community that gives Sherwood it's pleasing personality would be diminished.

I am sending this email and several photo attachments as evidence that supports my position, for consideration by the Metro Council as part of their deliberations on the Urban Growth Report and proposed Sherwood West urban growth boundary expansion on November 21.

Please confirm that this email and my attachments have been made a part of the record of this proceeding.

Thank you for your assistance.

Sincerely,
George & Jean Schroeder
18835 SW Schroeder Lane
Sherwood, OR 97140



003015



003016


003017
2023
10:1


003018


003019



Georgia Langer

From: Jeff Stahlnecker <jstahlnecker@rocketmail.com>
Sent: Wednesday, November 20, 2024 9:24 PM
To: Roger Alfred; Ted Reid; Legislative Coordinator
Cc: kleinmanjl@aol.com; robertliberty9425@comcast.net; sherwoodfarmalliance@gmail.com
Subject: [External sender]Sherwood west UGB

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

All,
Please consider the current Sherwood families when you vote for the UGB expansion at Sherwood west. With new developments come new hardships to the current families that live in Sherwood. The current roads are not adequate for the increased traffic so up go the taxes to pay for the new roads. I know you say "well, the developers will pay for the roads"- they do pay for the internal roads but only near the development and all us current landowners are stuck with the rest of the bill to increase and fix roads farther from the development but ones they still use. With new developments come additional needs for new schools. Again asking the current Sherwood families to pay for these new schools with the increase in taxes, as we have seen in earnest with the High school bond and current Levy. We are building and paying for schools, roads, and infrastructure for people who most likely don't even live in our state yet. Current Sherwood families are being taxed right out of their homes they have lived in for decades. From building the largest high school in the state of Oregon (which only padded some architacts portfolio and did nothing for education) and then imposing a levy to run it, taxation is out of control. An UGB expansion makes this problem only gets worse. Help the current families in Sherwood stay in their homes and don't worry so much about those who "are coming". Keep in mind that destroying farmland to put up houses reduces the open land to grow food and increases the need for food, double whammy here. Keep the farmland that feeds us all. If you feel you must expand the UGB please don't give all they are asking for. When is enough, enough??

Regards,
Jeff Stahlnecker

HATHAWAY LARSON

Koback · Connors · Heth

November 19, 2024

VIA EMAIL

Metro Council
Attn. Urban Growth Management Team
Metro Regional Center
600 NE Grand Ave.
Portland OR 97232

Re: 2024 Urban Growth Report Decision
Ordinance No. 24-1520 – First Reading
Public Comments
My Client: David Marks

Dear President Peterson & Councilors:

This firm represents David Marks, who owns property in the Stafford area that is part of Metro's urban reserves area. Mr. Marks submitted written comments on Metro's draft 2024 Urban Growth Report on July 23, 2024 and testified at the September 26, 2024 Metro Council meeting.[1] We are submitting this letter in response to Metro Ordinance No. 24-1520 and the final 2024 Urban Growth Report (the "2024 Urban Growth Report").

As we explained in our July 23rd letter, the 2024 Urban Growth Report violates Goal 14 based on the Court of Appeals' recent decision in *Marks v. LCDC*, 327 Or App 708 (2023) ("*Marks*"). While there are multiple problems with the 2024 Urban Growth Report as outlined in our July 23rd letter, the primary flaw is Metro's decision to limit its consideration of urban reserve areas to those areas for which a city provided a concept plan. In *Marks*, the Court specifically rejected Metro's authority to limit its consideration to such urban reserve areas based on Goal 14, the implementing statutes and administrative rules, and Metro's Code.

Although Metro staff attempted to address this deficiency by supplementing the 2024 Urban Growth Report with a Goal 14 boundary location factors analysis (Appendix 7), this after-the-fact attempt to comply with Goal 14 is both transparent and wholly inadequate. Metro was

[1] The Metro Council allowed each person only two minutes to testify on the draft 2024 Urban Growth Report at the September 26 meeting and discouraged Councilors from asking questions to complete the public testimony in less than an hour. Two minutes is hardly an adequate opportunity for the public to comment on this very complex and important decision.

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required to analyze the Goal 14 boundary location factors as part of the first step in this process, not the last step. Appendix 7 is nothing more than Metro's attempt to make it look like it evaluated the Goal 14 boundary location factors when in fact it based its decision solely on the existence of a concept plan. Appendix 7 cannot overcome the fact that Metro limited its consideration of the urban reserve areas to the Sherwood West area because that was the only urban reserve area for which Metro received a concept plan.

A. *Marks* and the Goal 14 requirements.

In *Marks*, the Court specifically addressed the role of a concept plan in determining which urban reserve land to add to the UGB. Although the Court noted that Metro can consider a concept plan as one of the components affecting its decision, Metro cannot base its decision solely on the existence of a concept plan under Goal 14.

The Court concluded that in considering where to expand the UGB, Metro's analysis must comply with Goal 14 and the four "boundary location" factors. *Marks*, 327 Or App at 713. The four boundary location factors are "(1) [e]fficient accommodation of identified land needs; (2) [o]rderly and economic provision of public facilities and services; (3) [c]omparative environmental, energy, economic and social consequences; and (4) [c]ompatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB." *Id.* A decision to add land to the UGB must compare alternative areas based on a balancing of all these factors, rather than reliance on any one factor. *Id.*; *Citizens Against Irresponsible Growth v. Metro*, 179 Or App 12, 17 (2002); *1000 Friends of Or. v. Metro*, 174 Or App 406, 409–410 (2001); *D.S. Parklane Dev., Inc. v. Metro*, 165 Or App 1, 25 (2000).

The Court emphasized that Goal 14 and the implementing statutes and the administrative rules do not even reference a "concept plan," and certainly do not require a concept plan as a prerequisite to inclusion in the UGB. *Id.* at 714. Metro's policy for requiring a concept plan as a prerequisite for inclusion in the UGB is based solely on the Metro Code ("MC"), but the Metro Code cannot override the requirements under Goal 14, the statutes and the administrative rules. Additionally, the Metro Code only lists a concept plan as one of the factors to consider in amending the UGB and there are exceptions to concept planning requirements. *Id.;* MC 3.07.1425(c) & (d); MC 3.07.1110(a) & (e).

The Court concluded that Metro cannot avoid the Goal 14 requirement to study all urban reserve lands for inclusion in the UGB based solely on the lack of a concept plan. *Id.* at 715-716. If Metro identifies a need for additional land in the UGB to accommodate the regional need for housing and employment, it must determine which land to add by evaluating alternative urban growth boundary locations consistent with the boundary location factors of Goal 14. OAR 660-024-0060(1); *Id.* at 725. Metro must balance the boundary location factors of Goal 14 for all of the urban reserves areas and determine the UGB boundary location based on all the relevant factors. OAR 660-024-0060(3). Metro cannot use the concept plan requirement in MC 3.07.1110 to avoid the Goal 14 requirement that it study all urban reserve lands for possible inclusion in the Metro UGB. *Marks*, 327 Or App at 737.

B. Metro's entire approach to the 2024 Urban Growth Report is inconsistent with *Marks* and the Goal 14 requirements.

Metro made it clear throughout the 2024 urban growth process that the only urban reserve areas it considered for inclusion in the UGB are those areas for which a city provided a concept plan. The 2024 Urban Growth Management Decision: Metro Chief Operating Officer/Staff Recommendations, dated August 26, 2024 (the "Draft 2024 Report"), explained the approach as follows:

> "For those reasons, in 2010 the Metro Council adopted a policy to only expand the UGB into urban reserve areas that have been concept planned by a local government and that demonstrate readiness to be developed. In the current 2024 UGB cycle, the City of Sherwood is the only city that has prepared a concept plan and proposed a UGB expansion, and they have shown that these elements are in place. Sherwood's readiness for new urban growth provides an opportunity to address the regional land needs identified in the draft 2024 Urban Growth Report (UGR).
>
> Consequently, Metro staff recommend that the Metro Council consider expanding the UGB to include the Sherwood West urban reserve. Staff further recommend that the Council consider placing conditions on this expansion to ensure that the land is used efficiently and will support regionally identified needs. These conditions could reinforce the City of Sherwood's concept plan for the expansion area by improving housing affordability and protecting industrial lands so that they produce well-paying jobs in the manufacturing sector." Draft 2024 Report, p.1-2. (Emphasis added).

Metro's policy of only expanding the UGB into urban reserve areas that have been concept planned by a local government is the reason that Metro staff only considered the Sherwood West urban reserve area for inclusion in the UGB. That is why the Draft 2024 Report did not analyze the Goal 14 boundary location factors or address any of the other urban reserve areas.

The 2024 Urban Growth Report confirms that this Metro "policy" is the underlying reason why Metro is only considering the Sherwood West urban reserve area for inclusion in the UGB. The 2024 Urban Growth Report provides:

> "Since 2010, it is the Metro Council's policy to only expand the UGB into urban reserves that have been concept planned by a local jurisdiction. Metro provides grant funding for cities seeking to complete concept plans for urban reserves. Title 11 of Metro code lays out concept planning requirements.
>
> * * * * *
>
> For the 2024 growth management decision, one city, Sherwood, has proposed a UGB expansion in the Sherwood West urban reserve." 2024 Urban Growth Report, p.9-10. (Emphasis added).

Since Sherwood was the only Metro city to provide a concept plan, Metro only considered the area Sherwood proposed for expansion.

Metro's Findings of Fact and Conclusions of Law (Appendix F) supporting Ordinance No. 24-1520 also confirms that Metro's consideration of urban reserve areas for inclusion in the UGB was limited to those areas that have been concept planned by a local government. Metro's Findings of Fact and Conclusions of Law clearly explain this policy:

> "In 2010, the Metro Council adopted a policy of taking an outcomes-based approach to future growth management decisions. This policy is based in part on Metro's experience with prior UGB expansions into areas where there was no existing plan for governance, development, or financing of needed infrastructure; unfortunately, those areas have often failed to develop. The history of Metro UGB expansions over the last 20 years clearly demonstrates that land readiness is more important than land supply for addressing housing needs and job growth. In order to increase the likelihood that development will actually occur in new UGB expansion areas, Metro now requires advance planning for areas that cities want to annex and urbanize. In 2010, Metro adopted amendments to Title 11 of the Urban Growth Management Functional Plan requiring cities to adopt concept plans for urban reserve areas prior to those areas being added to the UGB.
>
> * * * * *
>
> This 2024 UGB decision is the second application of Metro's new approach to UGB expansions. Consistent with the directives of the Task Force and the Metro Council, in 2017 Metro staff created a process where interested cities may submit proposals for UGB expansions. In 2018, four cities submitted proposals; however, in 2024 only the City of Sherwood submitted a concept plan proposal to Metro by the May 31, 2024 deadline. Sherwood's proposal was reviewed by Metro staff and by the Metro Technical Advisory Committee (MTAC), the Metro Policy Advisory Committee (MPAC), the Metro Committee on Racial Equity (CORE), and the Urban Growth Roundtable, and city staff made a presentation to the Metro Council regarding the proposal at a work session on May 28, 2024." Appendix F, p.1-2.

Metro is legally obligated to base its UGB expansion decision based on Goal 14 and the implementing statutes and the administrative rules. The 2024 Urban Growth Report clearly does not comply with these requirements. The 2024 Urban Growth Report itself does not even mention the term "Goal 14," reference the implementing statutes and the administrative rules or address the Goal 14 "boundary location" factors. It is simply not possible for Metro to demonstrate compliance with Goal 14 and the boundary location factors if the final decision is devoid of any discussion of these requirements.

C. Metro cannot correct the fundamental error in its urban growth process by adopting Appendix 7 after-the-fact.

Although none of the Metro Councilors inquired about these issues when we testified at the September 26th meeting, our testimony clearly caught the attention of Metro staff. After the September 26th meeting, Metro staff quickly prepared Appendix 7 to give the appearance that Metro considered the Goal 14 boundary location factors in arriving at its decision. Metro staff's last-minute attempt to shore up this deficiency is a clear signal that staff understands the legal perils with Metro's approach to the 2024 urban growth process. Metro's attempt to cover up this glaring flaw in its decision by adopting Appendix 7 after-the-fact is both transparent and wholly inadequate.

The Goal 14 boundary factors should have been one of the first things Metro evaluated in this process to determine where the need for a UGB expansion is greatest and best served. As the Court explained in *Marks*, Metro must consider the Goal 14 location factors when determining which urban reserve land to add to the UGB. *Marks*, 327 Or App at 713. After Metro determined the 20-year housing and employment needs of the region, the Goal 14 location factors should have been the criteria Metro used to evaluate *where* to expand the UGB to meet these regional needs.

Instead, Metro has taken the opposite approach. Metro's policy of limiting UGB expansions to those urban reserve areas that have been concept planned by a local government meant that Metro pre-determined where the UGB will be expanded before the process even started. Since the City of Sherwood was the only local government to submit a concept plan, the City of Sherwood decided where to expand the UGB. The Goal 14 location factors are irrelevant under this outcome driven process if Metro is only willing to consider areas that are concept planned.

Not only does this approach violate Goal 14, but it forced Metro to adopt low growth rate projections to justify this outcome driven approach. As noted in Econorthwest's Existing Housing Needs Report, there is an existing need for 23,700 additional housing units in the Metro region. Appendix 8A. The Draft 2024 Report noted there is also a need for a significant number of new housing units to address the future growth needs, ranging from 179,500 units under the high growth model, 149,500 under the baseline growth model and 119,600 under the low growth model. In total, this data demonstrates that there is a need for 143,300 to 203,200 new housing units in the Metro UGB to satisfy the 20-year needs of the region. Instead of acknowledging this need for a significant amount of new housing units, the 2024 Urban Growth Report relies on lower-end growth projections to justify its outcome-driven approach and adopt a far more limited expansion than is necessary to accommodate the actual regional need. Every metropolitan city (except for Sherwood) that submitted public comments claimed that Metro staff was significantly underestimating the 20-year housing needs of the region.

Although Appendix 7 purports to comply with the Goal 14 requirements, it is an after-thought designed to give the mere appearance that Metro followed the required process. Appendix 7 was drafted in October of 2024, well over a year after Metro commenced the 2024 Urban Growth Report process, months after the public comment period expired and a month after the Metro Council held a public hearing to consider the Metro staff and COO recommendations. Metro cannot credibly claim that this last-minute addition in response to a legal challenge raised by an objecting party is sufficient to address the Goal 14 requirements.

Appendix 7 itself makes it clear that Metro's concept plan policy is the determining factor and the boundary factors analysis is designed to give the appearance of compliance with Goal 14. It acknowledged that Metro's UGB expansion approach is an "outcome-based approach" based on the concept plan requirement.[2] It ruled out consideration of the Borland, Rosemont and Stafford urban reserve areas because of a 2019 inter-governmental agreement (the "Three-Party IGA") between the cities of Lake Oswego, Tualatin, and West Linn that prohibits any of those cities from completing a concept plan until December 31, 2028.[3] Appendix 7, Attachment 2. Appendix 7 provides scores for the Goal 14 factors for each area, but neither Appendix 7 nor the 2024 Urban Growth Report explain how Metro weighed these various scores other than to make clear that the concept plan is the predominate factor.[4]

D. Conclusion.

The 2024 Urban Growth Report and Metro's whole approach to this six-year UGB expansion review has turned the process on its head. The Oregon legislature granted Metro the authority to administer the regional UGB because it "required Metro's unique regional perspective, rather than leaving adoption and administration of the UGB to the large number of cities and counties making up the metropolitan area." *Marks*, 327 Or App at 712-713. Metro's approach is the opposite of that legislative directive and process. Metro is allowing the cities to dictate when and where the regional UGB expansions will occur, effectively abdicating its authority over UGB expansions to the cities in contravention of the legislature's intent.

Not only is Metro's approach to this UGB expansion process inconsistent with *Marks*, Goal 14 and the implementing statutes and administrative rules, but it will exacerbate the current housing crisis in the Metro region. The Metro region clearly does not have a sufficient housing supply and many residents are priced out of the market. That trend will only worsen over time. Metro needs to provide leadership on this issue, comply with the required Goal 14 process and be willing to make the hard decisions necessary to address this difficult housing issue plaguing our region. The first

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[2] Appendix 7A acknowledges: "The equitable distribution aspect of this factor is intended to help ensure that housing and employment opportunities are shared equitably throughout the region, and not always clustered entirely in one location. However, this goal has generally been given the least amount of weight in deciding where to expand the UGB, largely due to the policy shift undertaken at the direction of the regional Urban Growth Readiness Task Force to apply an outcomes-based approach to growth management decisions considering specific UGB expansion proposals submitted by cities. That policy shift also resulted in amendments to the Metro Code that place an emphasis on choosing locations for UGB expansions where there is a city that has an adopted concept plan for a possible expansion area and, thereby, demonstrates greater readiness to do more detailed comprehensive planning for that area, to annex it, and ultimately to regulate its urbanization." Appendix 7A, p.5. (Emphasis added).

[3] The Three-Party IGA is one of two IGAs that are at issue in the LCDC petition for enforcement that is the subject of the *Marks* decision. The other IGA is a five-party IGA for which Metro is a party.

[4] Appendix 7, Attachment 3 provides: "The Sherwood West Urban Reserve is the only reserve with an adopted concept plan, which, as detailed in the Introduction and Methodologies section of Appendix 7, is a primary consideration in whether the reserve can efficiently accommodate an identified land need under Goal 14 Factor 1 and will facilitate the orderly and economic provision of public facilities and services in the future under Goal 14 Factor 2." Appendix 7, Attachment 3, p.2, fn.4.

step in doing so is to ensure the 2024 UGB expansion process follows the requirements of Goal 14 and the implementing statutes and administrative rules.

We appreciate your consideration of our comments and look forward to addressing this issue further with the Metro Council.

Very truly yours,

HATHAWAY LARSON LLP

/s/ E. Michael Connors

E. Michael Connors

EMC/ep

cc: David Marks

Miriam Hanes

From: Tanja Olson
Sent: Friday, October 25, 2024 12:29 PM
To: Miriam Hanes
Subject: FW: Public hearing on Ordinance 24-1520

Hi Miriam,

I believe this is for the Land Use team. Will you forward to the person in charge of public comments on the UGB Sherwood expansion?

Best regards,

Tanja

Tanja Olson | Planning, Development & Research | Program Assistant
My gender pronouns: she, her, hers | Mobile 971-460-9341

From: sukhjinder s. deo <deo_ss@hotmail.com>
Sent: Friday, October 25, 2024 12:26 PM
To: Metro 2040 <Metro2040@oregonmetro.gov>
Subject: [External sender]Public hearing on Ordinance 24-1520

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good afternoon,

We own a property in Sherwood West urban reserve area. I understand that there is a public hearing on Nov 21, 2024. I would like to submit testimony in favor of UGB expansion to include Sherwood West in the UGB and will be attending the public hearing as well.

I cannot find the Ordinance 24-1520 document online. Can you please point me to the document link and if in person public comments are open and how should I sign up to provide the testimony?

Thank you,
Sukhjinder S. Deo.

November 19, 2024

Metro Council President Lynn Peterson

VIA Email

Dear President Peterson:

The Washington County Commissioners are reaching out today to speak in one voice about the concerns that we continue to have about the Metro Council's direction towards a ballot measure to reform the Supportive Housing Services (SHS) tax measure and governance. We have worked to engage you and the Council with information about how Washington County's work has unfolded into a full system of care for people experiencing homelessness, particularly those that are at the highest risk of chronic homelessness.

We have repeatedly tried to report out with clarity about how the County, working with its city and service providing partners, have prioritized funding to build out the capacity of services, develop needed infrastructure, and use SHS revenues to maximize the effectiveness of other funding streams. Through all of that, we have centered on addressing the needs of those hardest to serve, and capitalizing on the opportunities to move people into permanent housing as they and the system are ready. SHS dollars have let us see real impacts – Washington County has seen a 35% decline in unsheltered homelessness between 2021 – 2023. We know that this is a result of many different investments, but the SHS revenues and the locally developed programming has been key to making a real difference in people's lives.

In our review of the Resolution that the Metro Council passed on October 17, 2024, we were disappointed to see continuing movement towards removing local control and shifting this important work to a centralized process where those that are outside of the County would exert control over all aspects of the program, regardless of the expertise of working within Washington County. As we have entered year four of this shared project, we consistently demonstrated that we have the capacity and expertise to do this vital and important work, when we have the required resources.

We are proud of the partnerships we have built up to do local analysis of the needs and where to start the process of developing a comprehensive program. By focusing on what are the first steps to moving people from unsheltered to sheltered, we have been able to start the journey for these individuals within a system of support and care. Per the direction of the regional strategies from the Tri-County Planning Body, we are working to create the needed integrated systems of care we have partnered with public safety agencies, behavioral health providers, healthcare systems, and the service providers, all of whom work with these vulnerable populations every day to find solutions in the immediate and long term.

Board of County Commissioners
155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072
phone: (503) 846-8681 • fax: (503) 846-4545

To see the terms and concepts outlined in the Resolution requiring us to step backwards when we are just starting to build from the foundation required by the regional system that exists is beyond challenging. And while we discuss the impacts to our programs and contracts, at the end of the day it is our most vulnerable community members that will continue to hold the impacts of our choices.

The scenario that Metro has presented calls for a smaller, capped portion of the revenue the measure collects to be allocated to counties – resetting the total funds provided to the three counties at $250 million (or potentially less) – with a year-to-year cost escalation of 3%. The proposal assumes that counties would no longer have to hold 5% for the regional investment fund or hold reserves.[1] Metro would be allocated the funding to pay for the tax collection as well as their current 5% of total revenues. Finally, the scenario creates a fund that would be used for new allocations – affordable housing capital (construction and preservation) and direct city payments. This final flexible fund allocation would be most impacted by the volatility of the tax structure. It is not clear from the scenario how funds would be spent out of the flexible fund, or what guarantees can be made on a year-to-year basis with these funds.

Service Reductions

We have looked at the variety of proposals for tax cuts for individuals and a new scenario of capping the amount spent by counties directly, we have worked with our financial and program staff to create principle to guide any cuts. But, we are now trying to dig even deeper than our principles would allow. We know that with a 30% reduction in funds in one year, reflecting a budget cut of approximately $39 million to this fiscal year's budget we cannot hold our programs and investments in ongoing services harmless – something that Metro has stated publicly it is committed to doing.

We recognize that the Counties are not on the same page as other stakeholders as to what the impacts look like, but the reality of our budgets are there are not "one-time" investments to look to cut to maintain the ongoing system. The one-time investments are building out some of the infrastructure that is needed in Washington County. These investments are initial steps to create the space where services can be provided, where community members can learn to trust the system that will support them from unsheltered homelessness into permanent housing.

So, our budget also reflects that the capital costs are the initial funding that then requires ongoing funding – after the building is built, the funding for maintenance and operations of these structures is accounted for. We know that we cannot build without a budget plan for the services. Bifurcation of the projects into a capital investment and a service contract does not meet the needs of service providers or those that they are serving.

[1] County policy and best practices for accounting do not allow the county to develop budgets for programs without a reserve, so it is not likely that we can accommodate this assumption completely.

Additionally, Washington County has invested in efforts to not grow the population of the chronically homeless through intervention programs that catch people before they fall. This is one of the most cost-effective means of addressing homelessness – stopping it before it starts. We also have long-term commitments to keeping people in housing, through our voucher program that is useable across the region, and those vouchers serve as part of the complex financing packaging for a number of the projects supported by the regional affordable housing bond measure revenues.

As we start to look at what in our current budget would face reduction, County staff have presented options that prioritize keeping those in housing that we have already served, providing the services and infrastructure that serves those most at risk of staying or becoming chronically homeless, and the commitment to creating a sustainable, long-term system in Washington County. However, even minimal cuts to our budget eat into those priorities.

We would have to cut those early interventions, tools that provide those who face their first, short-term entry into homelessness with resilience, and some of the temporary shelter spaces we have committed to. These are programs we developed with our service providers that we would have to leave as plans on shelf.

As the revenue provided to Washington County is further reduced, we may have to unwind the commitments we have made to service providers and cities. The cities in Washington County have been advocates for addressing the impacts of homelessness in their communities, but they rely on the county to use our service-providing expertise to help them accomplish their goals. Part of the scenario under consideration is creating a separate allocation that goes directly to cities. However, as we face a loss of $39 million to our budget, we would have to carefully consider the ongoing support we provide to the services, coordination, and outreach within the cities. This would exacerbate their concerns about being able to meet their community expectations because it is unlikely that the city allocation will fully fund what Washington County intends to support over the remaining 6 years of the current ballot measure.

Finally, the scenario does not account for the cost escalation that counties have actually seen in either its services or rent. The proposed escalator is 3%, which is an average indexing factor over the last few decades. This does not to recognize that the cost escalation of services and rental assistance have grown far faster than the revenue increases over the first three years of the program. When revenues are indexed outside of the cost to serve, the revenue may increase but the spending power decreases over time.

Expanded Uses & Increased Competition

The expanded uses include direct city allocations and capital costs for affordable housing. Each of these new uses would be expected to come out of the remainder of funds. The remainder of funds is also constrained because the scenario calls for indexing the income threshold and lowers the rate of

taxation. These means these funds will have to serve a deeply competitive demand for multiple user types. In addition, county programs that will be cut are already used in both of these uses – vouchers support the financing structure for current affordable housing development and counties work with city partners to program ongoing services within their communities in partnership with the cities.

It is also unclear whether there would be a continuation of the commitments made to return the resources to the communities that paid into the system in a proportionate manner. This means that Washington County cities and providers will have to compete with our neighbors and partners to bring these expanded uses online in our jurisdiction.

Governance

While the scenario does not discuss governance changes, the proposed governance changes in the resolution will impact the revenue structures. The single advisory committee that prioritizes, releases, and oversees the funds to counties can change all of our priorities that we have created as a community. It also seems that this body would control a competitive granting or allocation program within the flexible fund that is expected to pay for city allocations and affordable housing development. We are concerned that we will not see the investments come back to Washington County, and that the regional lens that is proposed means that we miss necessary investments in one area that are prioritized because they are not needed in other jurisdictions.

In addition, we are concerned that the proposed governing body goes well outside of the oversight of the homeless services arena and extends its and Metro's authority in land use and housing development planning. The resolution consolidates a lot of the policy work into the HPAC, which advises the Metro Council. This removes the localized system analysis to determine where the most investment is needed to serve the population of homeless persons in the county. So, if the regional plan prioritizes development of affordable housing, it could preclude the first step of moving people into shelters if insufficient spaces or programming exists. It fails to include the local assessment and conversation with our local providers in the process.

The ability of the new HPAC to withhold funds until it can recommend a local plan for approval could also create a chilling effect on negotiating long-term contracts for service provision as funding could be disrupted. Importantly, funding is currently distributed monthly, based on collections, because income taxes are not paid at a single time over the course of the year. It is unclear how that aligns with the new required plans. If the local plans must be approved yearly, that adds to the work of the Housing finance team and policy team during the regular county budget cycle. It would also impact the work of other departments, like HHS and Community Corrections that are part of the system integration work that is required by the terms of the current SHS program. These other departments need to know if there is

capacity to coordinate housing services into their work as it will impact their work and capacity to serve their communities.

The current reporting and data sharing work has been modified over the life of the measure and remains a work in progress. While there have been challenges in implementing this work, the HPAC will be resetting the standards and have the authority to direct what data we must share with Metro. The data systems that we use are complex because they are used to report data to specific entities and there are limits to the system. We continue to work towards solutions, but the proposed reform will likely require that we start over. This could lead to more complex reporting and data sharing that will not provide the information effectively and may cause difficulties in assessing the effectiveness of new regional programs.

Finally, the Resolution calls for specific budgeting techniques to be implemented. This would directly impact the budgeting process that counties currently use but does not result in more clarity for those concerned about the use of funds. It also may create more work for the county to adopt a different budget approach for the SHS budget, which has been part of the County's overall budget work. A new, separate budget process may add work without much effect on the outcomes to the community we are serving.

Conclusion

We have worked to stay present in our partnership with Metro as this conversation on measure reform over the last year. However, we are deeply concerned that the programs we have successfully built are being rushed into reform. To date, we have not seen county budget information that we provided meaningfully included in calculations or conversations assessing the significant impacts that the proposed reforms will have on our communities. These budgets and our program were developed using the local control we have and need to retain to serve our community.

We remain committed to meeting the spirit and intent of the original SHS tax measure – to make homelessness rare, brief and nonrecurring in our region. Proposals that ask us to continue to do the same work with less, that could take vital resources out of our community, and that are not grounded in what we need today will result in going backyards. All while we are facing reductions in funds at every level of partnership. We cannot walk away from our commitment to the voters and our community.

While long-term stability of the tax is important, so is long-term stability in the partnerships that are building this system across our region.

In partnership,



Kathryn Harrington, Chair
On behalf of the Washington County Board of Commissioners

Board of County Commissioners
155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072
phone: (503) 846-8681 • fax: (503) 846-4545

GREATER PORTLAND INC
111 SW COLUMBIA ST, #1180, PORTLAND, OR 97201
GREATERPORTLANDINC.COM
503-445-8065

November 7, 2024

Metro
600 NE Grand Ave.
Portland, OR 97232

Re: Large Lot Industrial Site Absorption and Recruitment Losses in the Metro region

Dear Metro Council,

Greater Portland Inc. (GPI) is a regional, bi-state public-private economic development partnership dedicated to creating and expanding jobs and driving tangible regional prosperity. I lead the organization's business attraction efforts in close coordination with regional economic development partners.

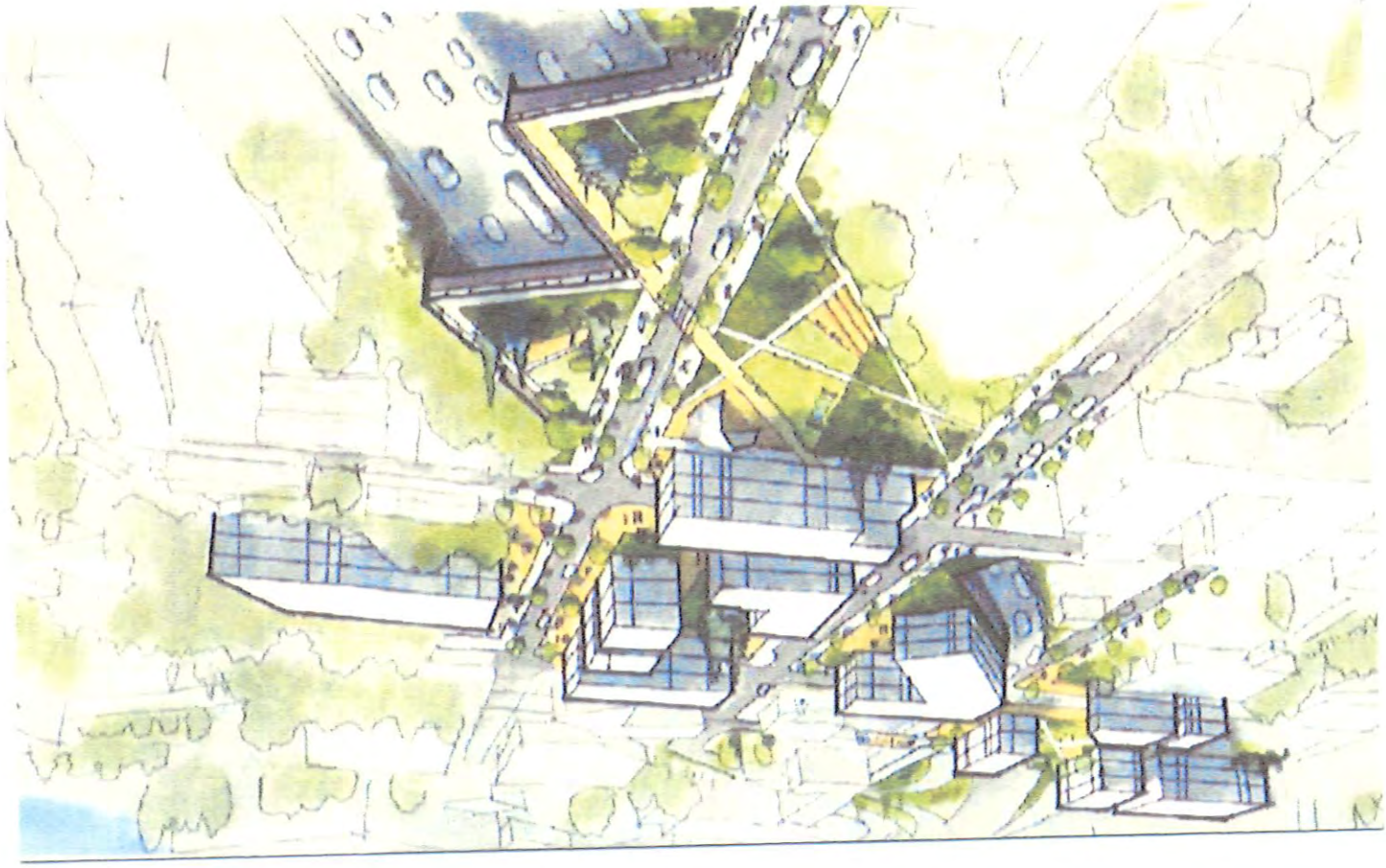
I am attaching a table providing recruitment data for the Metro region covering the period of Q3 2021 to present. This table reflects all inquiries for sites over 40 acres in size during that time period. In the interest of confidentiality, the names of specific businesses are not included and the inquiries are listed by project names. The table indicates the status of the inquiry in the 'Stage' column, with the earliest inquiries listed as "Prospecting" and the latest as "Closed Lost" or "Closed Won." The estimates for 'Projected Jobs', 'Capital Investment' and 'Land Needed' all represent the lowest estimates of any ranges provided by the companies or site selectors involved (i.e., a company may be requesting information on sites between 70 and 100 acres in our region, but this database will only list '70' in the Land Needed column).

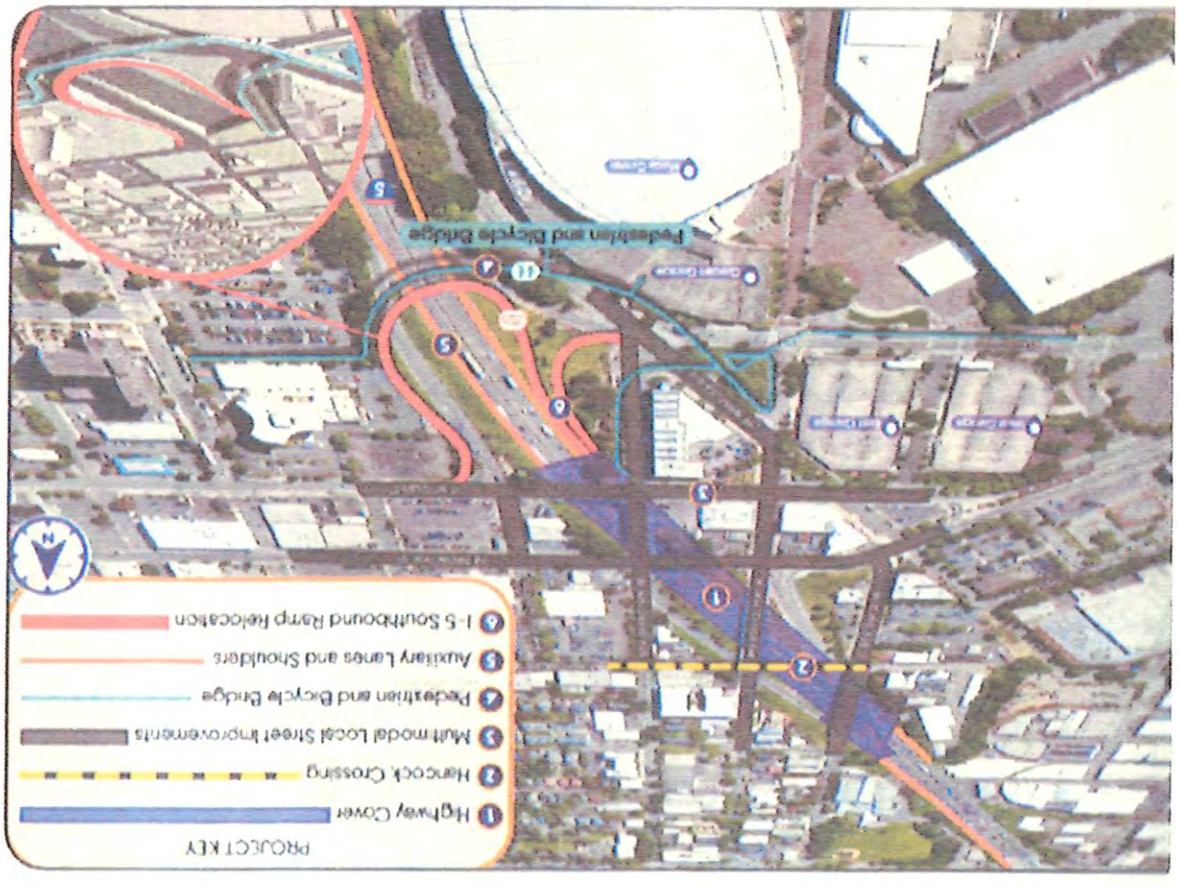
Every company and site selector must weigh various competing factors when evaluating location options, including workforce availability, freight networks, energy and water sources and costs, site readiness timelines, and site sizes. In most cases, it will not be just one factor determining whether a company locates in our region instead of elsewhere, but site size and availability will always be critical. Of the 12 "Closed Lost" projects identified in the attached table, five are the direct result of the region's lack of available large lot sites. These projects represented clean technology, computers & electronics, and advanced manufacturing companies that stood to create thousands of jobs and attract billions of dollars in investment. All five were led by Business Oregon and specifically looked at the Oregon-portion of the Portland Metro: Project Ace, Project Arch, Project Cardinal, Project Poppy, and Project Stella.

The 2024 update of the Large Lot Industrial Inventory identified 6 sites larger than 50 acres as developed since 2017, leaving only 8 total sites in that size range in our region at present. Maintaining a supply of industrial land that acknowledges this rate of absorption and sustained demand by is essential to the region's economic vitality.

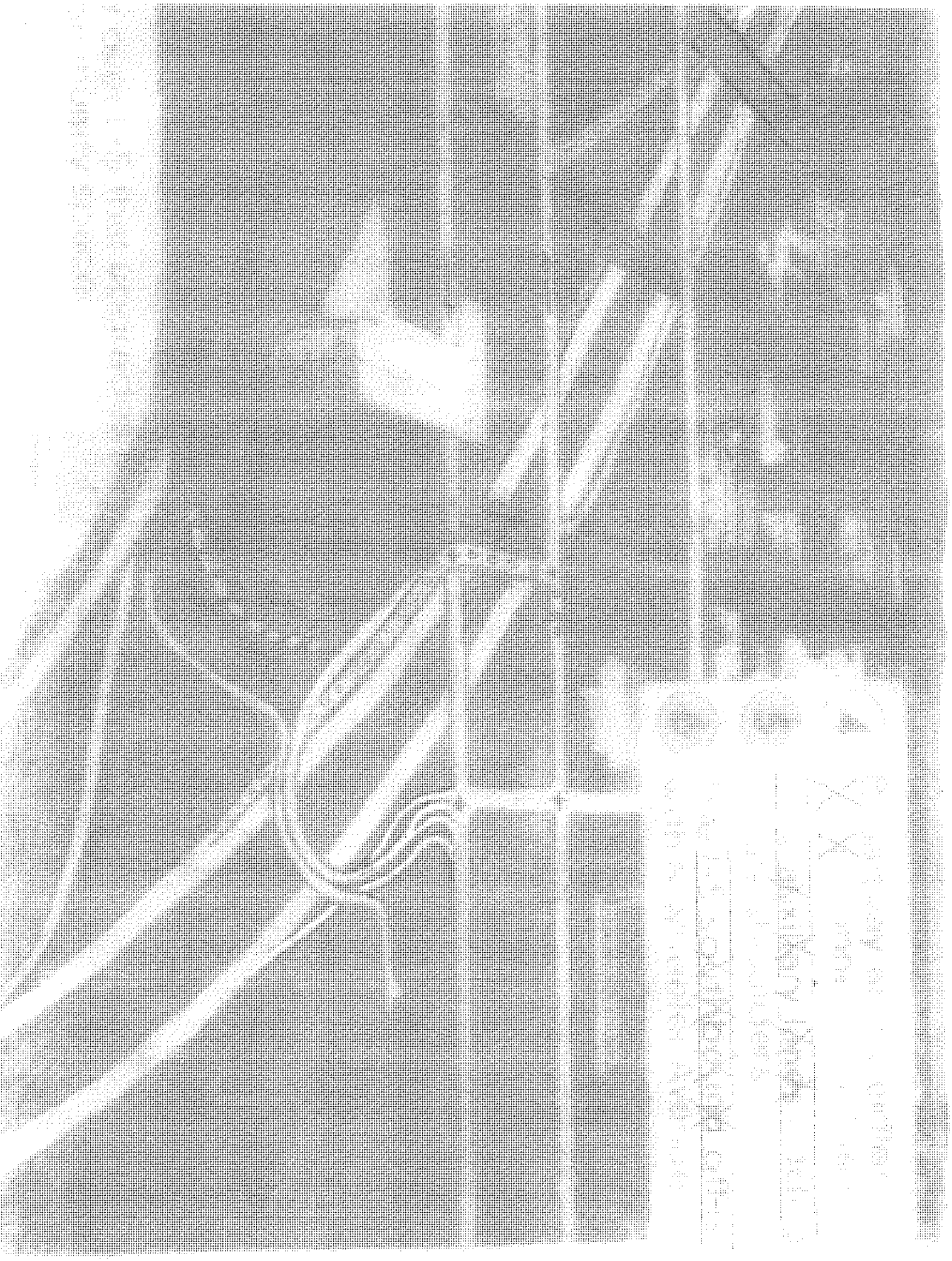
Kind Regards,

Nick Triska
Head of Business Development
Greater Portland Inc

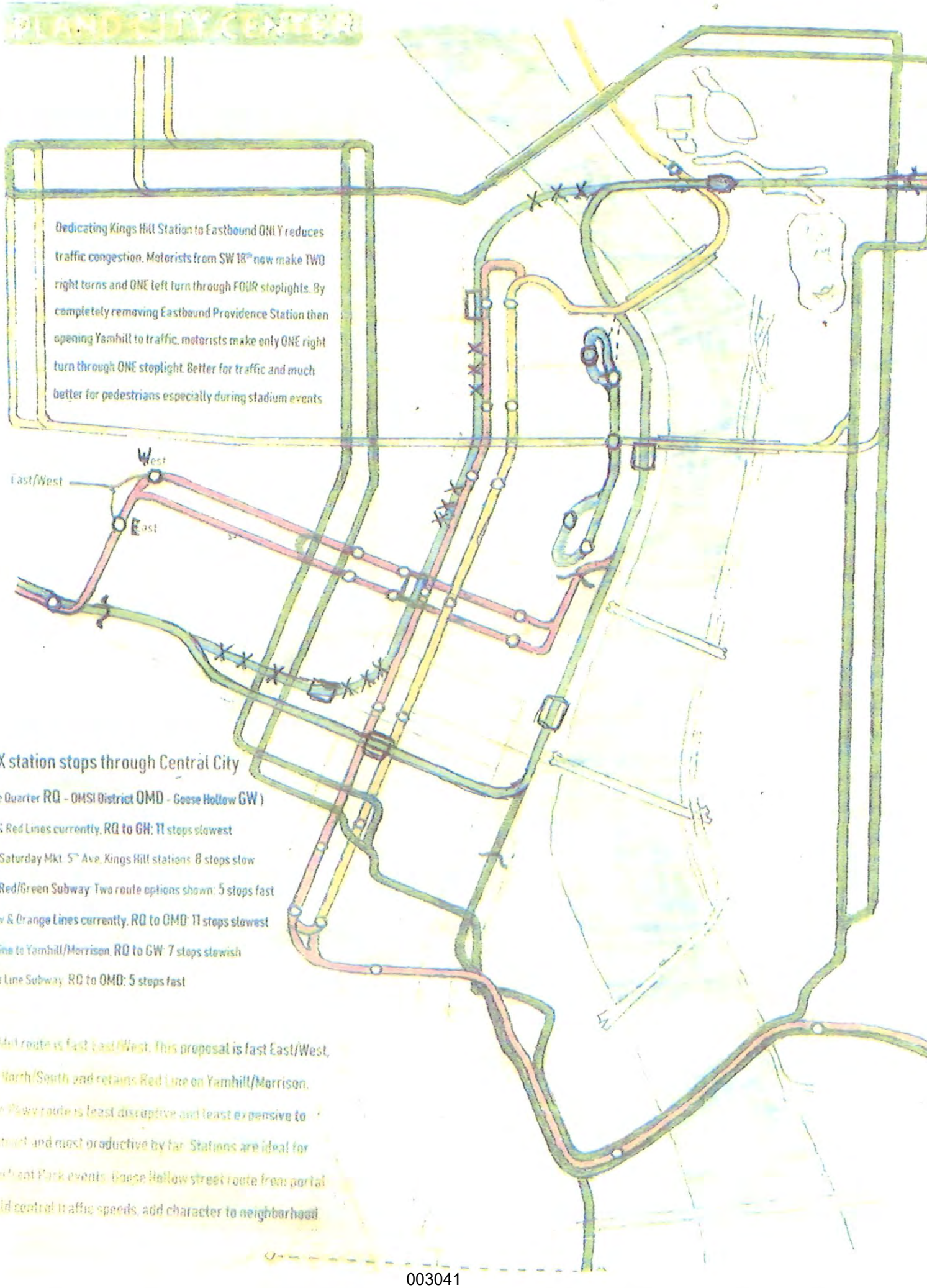



PROJECT KEY
1 Highway Cover
2 Hancock Crossing
3 Multimodal Local Street Improvements
4 Pedestrian and Bicycle Bridge
5 Auxiliary Lanes and Shoulders
6 I-5 Southbound Ramp Relocation
Pedestrian and Bicycle Bridge

Crossing
Intersection
Gateway Area
Gateway Medians
Gateway Corridor
Gateway Medians
Gateway Corridor
Gateway Area
Intersection
Crossing
Gateways are the first impression visitors have of the community. Gateways should:
Create a sense of arrival
Be distinctive
Be attractive
Be memorable
Be consistent
Be appropriate to the context
Be cost effective
Be easy to maintain
Be safe
Be functional
Be flexible
Be sustainable
Gateways can be located at:
Entrances to the community
Entrances to districts within the community
Entrances to neighborhoods within districts
Entrances to individual developments within neighborhoods
Gateways can be designed for:
Pedestrians
Bicyclists
Motorists
Transit riders
Gateways can be:
Simple
Complex
Gateways can be:
Permanent
Temporary
Gateways can be:
Natural
Man-made
Gateways can be:
Large
Small
Gateways can be:
Subtle
Obvious
Gateways can be:
Inexpensive
Expensive
Gateways can be:
Low maintenance
High maintenance
Gateways can be:
Safe
Unsafe
Gateways can be:
Functional
Dysfunctional
Gateways can be:
Flexible
Inflexible
Gateways can be:
Sustainable
Unsustainable
Gateways can be:
Cost effective
Not cost effective
Gateways can be:
Easy to maintain
Difficult to maintain
Gateways can be:
Appropriate to the context
Inappropriate to the context



PLAN B - CITY CENTER



MAX station stops through Central City

(Rose Quarter RQ - OMSI District OMD - Goose Hollow GW)

Blue & Red Lines currently. RQ to GH: 11 stops slowest

Sans Saturday Mkt. 5th Ave. Kings Hill stations: 8 stops slow

Blue/Red/Green Subway: Two route options shown: 5 stops fast

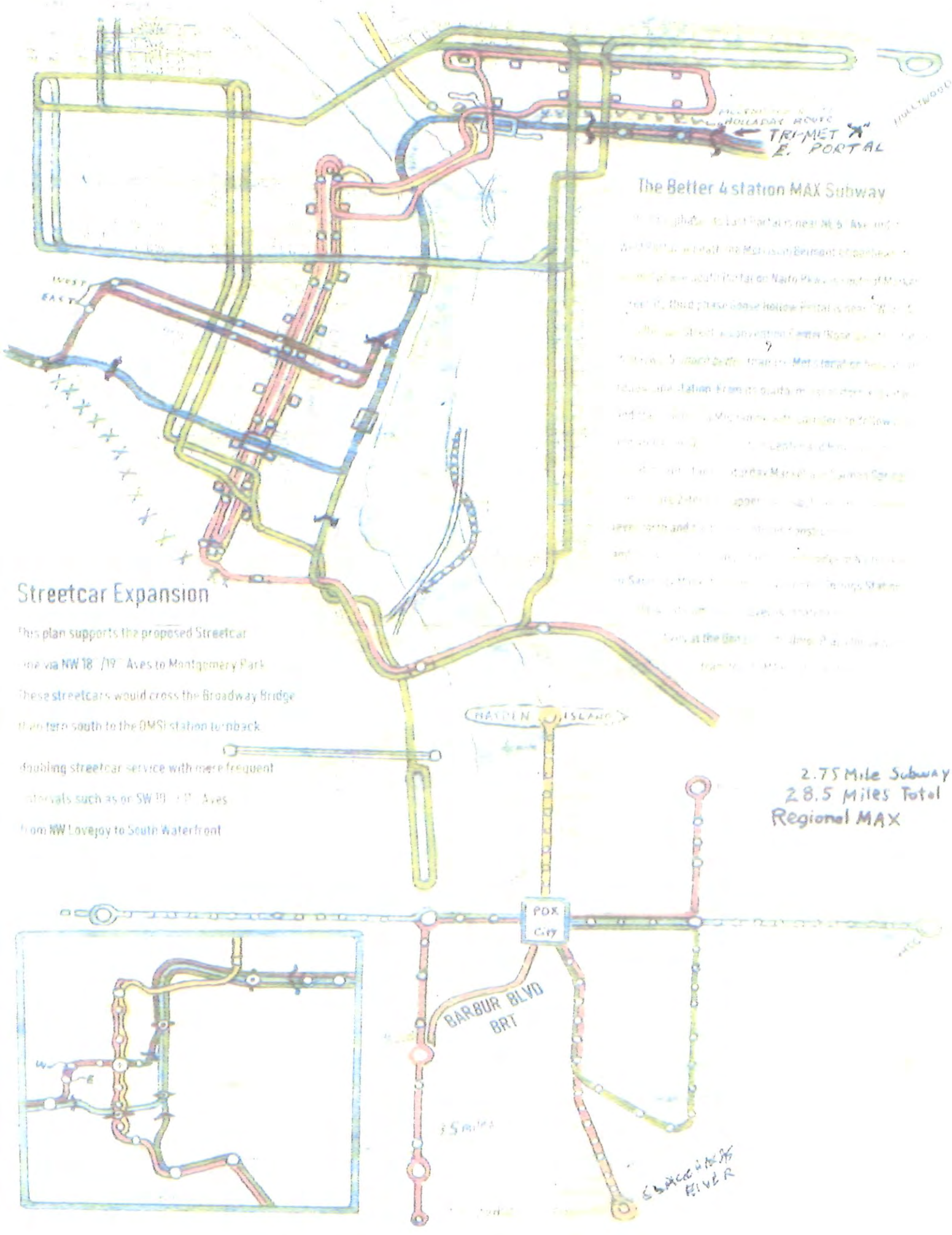
Yellow & Orange Lines currently. RQ to OMD: 11 stops slowest

Red Line to Yamhill/Morrison. RQ to GW: 7 stops slowish

Green Line Subway. RQ to OMD: 5 stops fast

Mall route is fast East/West, this proposal is fast East/West, and North/South and retains Red Line on Yamhill/Morrison.

Blue Plaza route is least disruptive and least expensive to construct and most productive by far. Stations are ideal for Waterfront Park events. Goose Hollow street route from portal should control traffic speeds, add character to neighborhood



The Better 4 station MAX Subway

Streetcar Expansion

This plan supports the proposed Streetcar
line via NW 18th/19th Aves to Montgomery Park
These streetcars would cross the Broadway Bridge
then turn south to the OMSI station turnback
doubling streetcar service with more frequent
intervals such as on SW 9th/10th Aves
from NW Lovejoy to South Waterfront

2.75 Mile Subway
28.5 Miles Total
Regional MAX

(5)

Barbur Blvd MAX light rail concerns

1. Environmental Impact. Per official artist depictions, Barbur will be clear cut and a monstrous concrete abutment wall, about 90' tall, constructed. Between Burlingame and Corbett/Lair Hill, Barbur is widened from 4-lanes to 8-lanes, (2-lanes for MAX, 2-lanes for buses, 2-lanes in each direction for traffic. This segment of forest canopy will be clear cut. The segment further north will also be clear cut of forest canopy.

2. Impact on health. Trees and foliage collect diesel particulates and other pollutants. The abutment wall will allow these pollutants to reform into 'clouds of pollution' spread by wind and air flow of traffic.

3. Development potential. Barbur Blvd between Burlingame and Capitol Hwy at Taylors Ferry will likewise be widened, but traffic speeds will remain 35-45mph. Projected development will impose upon new residents this air pollution and noise right outside their windows. Walking to transit stops and to commercial enterprises alongside Barbur Blvd will not be a pleasant experience nor attract high quality development. Crossing Barbur will be as much or more hazardous than it is today. The new traffic entering/leaving Barbur to/from new development is an increase in accident potential.

4. Rail + Bus duplicative service flaws. For many transit trips, this choice of either bus or rail will encourage unsafe pedestrian crossings of Barbur and side streets to reach bus stop or rail station, whichever vehicle comes first. Transferring from MAX to bus lines is both time-consuming and creates hazardous crossings of Barbur. Only BRT can 'spur' off Barbur to other existing bus routes, in the process increasing the number of BRT routes. Because the plan includes bus lines, and because Barbur is already a relatively fast, scenic bus route, and because BRT will NOT require near as much widening of Barbur, BRT is seemingly more suitable than MAX. It seems Metro has not performed 'due diligence' in its considerations and questionable rejection of BRT. "RAPID BUS" WITH "CURBSIDE" STOPS.

5. LRT to Tigard/Tualatin via the WES corridor. Oregon's premier rail advocacy AORTA (Associated Oregon Rail & Transit Advocates) does not support MAX on Barbur Blvd. Instead, they propose converting the WES corridor into an extension of the MAX Red Line from Beaverton to Wilsonville. The Portland & Western RR would continue to operate a single-track with a double-track MAX line alongside. This would cut cost by more than half and impacts are minimal. Portland-bound traffic would still be served, but so would cities in Washington County. Motorists who drive Hwy 217 would have a fine transit alternative, much like Hwy 84 Banfield Freeway motorists have an LRT alternative.

6. Development potential on the WES corridor. It may be possible to include a Washington Square station with a MAX 'flyover' to/from the WES corridor. There could be a Beaverton City Hall MAX station and stations 'flanking' this flyover along the WES corridor.

7. Bridgeport Village Terminus. This destination is possible on the MAX line, but not as a terminus. That is, from there it should extend to Tualatin 'proper' on the converted WES corridor. It may also extend to Wilsonville, especially desirable with a connection to an improved Amtrak Cascades line. A stipulation that these extensions are an eventual necessity should be a part of any legal public agreement.

The Walking Communities

Portland in the year 2040

At the turn of the century, leaders finally realized it was necessary to reduce the need for automobile use. In the year 2040 we have learned to adapt to restrictions placed upon driving them. Communities allow redevelopments that create the essential mixed-uses into their neighborhoods. If, within a district, no opportunities for retail or employment are within walking distances, new zoning codes allow their creation. From the most appropriate building, whatever that might be, needed uses redeveloped; a house becomes a school, or a store, or a diner; an office becomes a clinic or a bunkhouse. Some houses are actually moved for pedestrian connections, or for open space or for farming. A cinder-block building has broken the rule of unsightlyness. A demolish & salvage festival is held. We all must be there for the fun.

The most dramatic redevelopments are the asphault districts. So few automobiles are actually driven, they are the most in need of rehabilitation and people eagerly support their reconstruction. They are used for purposes other than driving on.

Central gathering places in these walking communities of 2040 are served with electric mass transit. Rail systems are commonplace and are often built upon unused freeway segments. Neighborly transit vehicles which connect to the rail system are smaller, slower and fareless.

Some old roads still exist. Some are removed. Communities are still accessible by tired vehicles, but most people prefer to walk.

Long distance travel by air is very expensive. Regional travel by train is more common. Hospitality towards train-traveling vacationers is not to be missed.

The economic structure of life in 2040 is very local. Supporting mass transit supports a local economy. Big Box retailers have become distributors to neighborhood merchants. Neighborhood merchants have greater control over suppliers and opt to sell locally produced goods. The global economy went local, globally.

While traveling on the transit system, old folk enjoy repeating a coloquial saying, "Look, there's a gas station. You don't see too many of them anymore."

The Walking Communities of 2040 Part III
(a new direction for public transit)

The Walking Communities essay Part III begins with the admission that Covid-19 pandemic presents a grave concern for the future of public transit. When will riding a bus or train be less vulnerable to the spread of contagion? These principal health concerns are addressed in the LOTi transit design theory.

The LOTi Project calls for entire fleet replacement of standard 40' municipal buses only suitable for rush hours on limited stop routes. They do not convert to EV very well nor do their counterpart Yellow School Bus and GM/Ford paratransit lift van fleets. The LOTi design concept directly addresses these sanitation concerns by replacing the common GM/Ford type paratransit lift-van models that have served poorly since the 1970's.

Of the 3 bus types, paratransit lift-van fleets are 'most' in need of replacement. New model paratransit lift-van in 15- 20- 30-passenger wheelbase lengths would come in easy boarding Low-floor Low-emission EV drivetrains seniors, disabled, children and all transit patrons need. Battery pack weight properly located in the floor for low center of gravity, improved handling and stability for a more comfortable, safer ride that is impossible with mere conversions of obsolete chassis/suspension.

Here follows a few ways to address the spread of infection that new bus models would employ. Current buses are quite clammy in wet weather when floors remain damp and windows fogged. Seating is arranged for maximum capacity with little regard for social distancing. Year round they're either too hot or too cold. Interior overhead lighting that is either too bright or not bright enough. They should have a window and all windows clear rather than darkened. Heating and air conditioning redesigned to maximize comfort and minimize spread of bacteria.

The LOTi proposal advises major alterations to bus route arrangements to consider. The "L" in the acronym LOTi denotes their purpose as short-line Loops that would make transfers bus-to-rail and between bus lines, with the least number of LOTi buses through busy neighborhood districts with convenient transfer wait periods of less than 5-min.

New Light rail stations can avoid objectionable impacts and prohibitively expensive routes by relying on this sort of LOTi transfer to serve important destinations and to direct pedestrian-friendly development. Transit centers with a single LOTi Loop or two can replace a dozen radial bus routes with much longer wait periods. Redirected streamlined bus routes need only cross a LOTi and in passing reduce duplicative bus service leading to transit centers. Here's my theory: Two convenient transfers make a more effective system than One inconvenient transfer on various bus route to transit center arrangements.

Written before the 2020 pandemic, the premise of the Walking Communities of 2040 essay remains an incontrovertible necessity for public transit to become a travel option more people can safely rely on regularly or occasionally to serve their travel needs.

The Walking Communities of 2040 Part II
(BEV.vs PHEV vs HFCEV tech)

Indifferent reviews of the Walking Communities essay I'll accept but question whether disinterest is due solely to its flat rejection of autonomous vehicle tech. If a compromise position on AV tech were fairly heard, might the essay get a more favorable review? Here then is a compromise position: Most safety features AV tech offers (sans tailgating) are possible at Level 3 "driver assist" which could more sensibly prevent tailgating. AV tech at Level 5 "driverless" loses safety features of the driver's constant attention to roadway conditions and ability to maneuver to avoid accidents. A critically important Level 3 safety feature could prevent speeding; motorists may drive slower, but not faster than posted speed limits, nor too fast through busy intersections speeding to beat the light. A good rule of thumb for safer speeds through intersections is "Reduce speed through intersections FIVE mph less than posted speed limit."

Dismissal of the essay wasn't unexpected. My intention from the start was to write a series of follow up articles to deal with related issues separately in more detail to clarify the case for each. Part II about EV potential. Part III about public transit. Part IV about land-use development concerns plus the essay summary. Part V would open a venue for futurists to present their dazzling or dizzying visions of future beyond 2040. Fortunately for critics, Parts II, III and IV will be as unavoidably provocative as the initial Walking Communities essay.

I propose a provocative public debate to discuss this question: Which of the 3 basic EV drivetrains (BEV vs PHEV vs HFCEV) offers most benefits, applications and potential to reduce fuel/energy consumption, emissions AND insane traffic? All professed EV experts are invited to dispute my adamant contention that the correct answer is PHEV plug-in hybrid to serve 65% EV needs while BEV serves the remainding 35% in mostly lightweight vehicles and short distance trips, hydrogen fuel cell HFCEV tech less than 1% if that. The under-appreciated advantages PHEV tech offers include more ideal applications for "combustible" hydrogen which stores at lower pressures in smaller-safer tanks, meters more reliably into PHEV+H drivetrains and deliver at least twice the equivalent MPG possible with fuel cell HFCEV tech.

It's important to note how PHEV tech enables the broadest distribution of limited resources in more manageable quantities. PHEV tech would serve more household solar rooftop arrays & neighborhood mini-grids. Once depleted, PHEV packs can extend use several years as low-power household supply. Not near as simple with larger worn out BEV packs that are also more expensive to replace.
Here's a basic battery resource distribution chart:
'1' BEV freight truck pack of 500kwh (5 packs in 10 years),
'20' BEV delivery van packs of 150kwh (2 packs in 10 years),
'30' BEV Tesla 'S' sedan packs of 85kwh,
"140" PHEV Chevy Volt class packs of 18kwh,
"500" PHEV Prius class packs of 5kwh
(all sedan packs last 10 years)
PHEV tech is especially applicable to long haul freight trucks. Due to quick charge and discharge, huge 500kwh BEV freight truck packs offer around 150k-200k miles of goods transport before depletion and replacement. Divide the large (500kwh) BEV pack into 5 smaller (100kwh) PHEV packs as "light duty" deliver closer to 200k miles each before replacement. Thus, '5' PHEV truck packs could deliver 1 Million miles of goods transport vs a mere 150k miles with '1' BEV long haul semi truck pack, inexcusable waste.

The Walking Communities essay Part II questions which tech is the more productive investment: Big Battery BEV tech (alone or with) Small battery PHEV+H tech? Part II highlights benefits PHEVs offer yet to be thoroughly considered. Perhaps most important, advantages PHEV tech offers address the larger problem of impossibly excessive vehicle use. We drive too much for too many purposes. We truck and ship goods through neighborhoods across metropolis, states and between nations much too far.

LafiLive @ gmail.com

The Walking Communities of 2040" (edited March 2024)

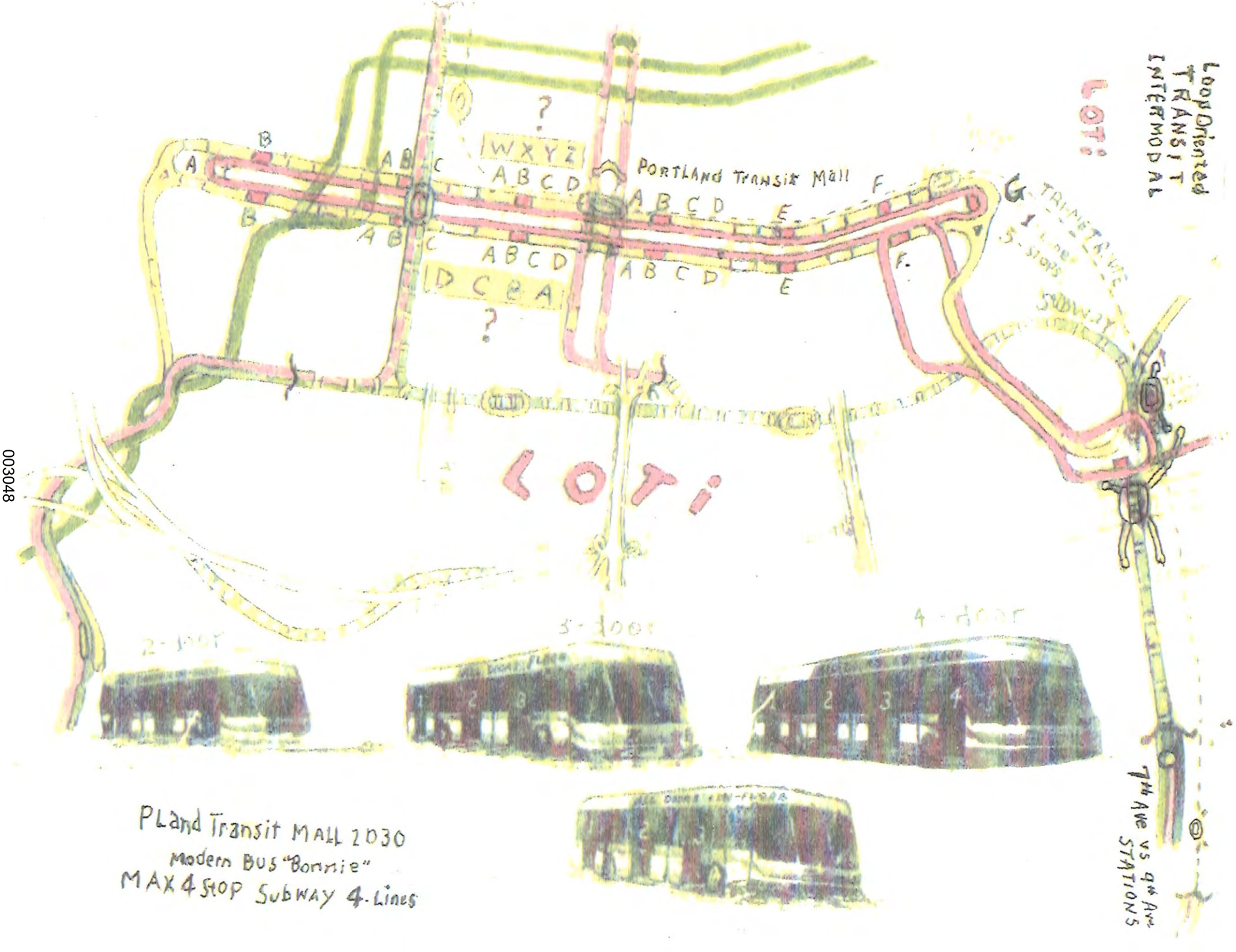
The original essay with this title was penned in 1997 to grace the back cover of a transit proposal submitted to Portland City Council where it received a formal review and was awarded merit. Twenty years later with significant progress achieved in light rail projects nationally, mass transit still fails to address ever growing traffic woes nor soothe environmental nightmares predicted with global warming. As today's divestment in fossil fuel movement builds momentum, I remain certain that mass transit must receive redirected investment dollars. I am just as certain that self-driving car technology is a fraudulent ruse meant to distract public attention from actual solutions that include truly modern mass transit as a fundamental travel mode with the most potential to direct development beyond car dependency and traffic havoc.

The transit proposal is based on a design concept dubbed LOTi (Loop Oriented Transit Intermodal). Sometimes I refer to it as sort of missing link. Its closest model is Denver's 16th Street Shuttle. The design application writ broadly is meant to reduce the cost and impact of light rail and transit centers; streamline both light rail and peripheral bus lines by avoiding circuitous routing; provide convenient transfers rail to bus and between bus lines with the least number of any suitable transit vehicle; and to offer much more potential for transit-oriented infill mixed-use development.

The basic flaws of self-driving cars are simple enough. Their technological hurdles are plainly unsurmountable. They will never be completely safe. They won't decrease traffic congestion, fuel/energy consumption nor emissions sufficient to prevent worst harm from catastrophic climate change. They are most unlikely to reduce travel-related cost of living. They won't take full advantage of the benefits EVs offer, and the technology is supported for all the wrong reasons; to bust transit operator and teamster unions; to give freeway planners an excuse to predict worsening traffic can be managed with reckless tailgating; to maintain most profitable but least resilient regional utility grids despite decentralized EV+PV household power systems a proven ideal.

The most telling aspect of self-driving car folly is eliminating ownership whereupon all cars are kept in central garage locations and dispatched on demand. Never mind that in a grid failure, every household with an EV in the garage gains a backup power supply. Never mind any emergency where a car is needed immediately, not one that may arrive too late. Self-driving car tech completely denies those safety features and pretends 'mass tailgating' won't produce horrific multi-car pileups. Self-driving tech in many ways puts safety dead last.

A household EV offers the means to more closely monitor and reduce energy consumption overall, both for driving and household use. Rooftop PV solar arrays are thee perfect match to EV battery packs. Perhaps most important, a household EV is an incentive to drive less, whereby more trips become possible without having to drive, whereby local economies grow and alternate modes of travel - mass transit, walking and bicycling - all more energy efficient than EVs alone - may serve more travel needs in this vision of walking communities in 2040. It's last line, "Look, there's a gas station. You don't see too many them no more."


Loop Oriented
TRANSIT
INTERMODAL
LOT:
PORTLAND TRANSIT MALL
W X Y Z
A B C D
A B C D E F G
D C B A
?
TRIMET LRV
1 LINE
5 STOPS
SUBWAY
LOT:
2-DOOR
3-DOOR
4-DOOR
7TH AVE VS 9TH AVE
STATIONS
PLand Transit MALL 2030
Modern BUS "Bonnie"
MAX 4 STOP SUBWAY 4-Lines

003048

Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Minutes

Tuesday, October 8, 2024

10:30 AM

Metro Regional Center, Council chamber,
https://zoom.us/j/615079992 (Webinar ID: 615079992) or
888-475-4499 (toll free)

Council work session

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber.
You can join the meeting on your computer or other device by using this link: https://zoom.us/j/615079992 Webinar ID: 615 079 992 or 888-475-4499 (toll free)

10:30 Call to Order and Roll Call

Council President Peterson called the Work Session to order at 10:31 a.m.

Present: 6 - Councilor Gerritt Rosenthal, Councilor Mary Nolan, Juan Carlos Gonzalez, Ashton Simpson, Christine Lewis, and Lynn Peterson

Excused: 1 - Duncan Hwang

10:30 Work Session Topics:

10:30 2024 Urban Growth Management: Council Direction to Staff

Attachments: Staff Report
Attachment 1

Council President Peterson introduced Catherine Ciarlo, Planning Director, and Ted Reid, Principal Regional Planner, to present on the topic of Urban Growth Management and the Urban Growth Boundary (UGB) expansion proposal.

Staff pulled up the "Urban growth management: Metro Council direction to staff" slides to present to Council.

Presentation

Ciarlo explained that planning staff were seeking feedback and direction from the Metro Council on the COO's recommendations to expand the UGB to include Sherwood. She summarized the key points raised during discussion on the topic from a previous work session. Reid described a desire for optimism in the growth and employment forecasts as well as a need for large sites. Ciarlo noted MPAC's request for a higher baseline and reviewed the timeline.

Council Discussion

Councilor Lewis expressed support for seeing a resolution and advised that conversation focus on growth projection before addressing conditions of approval.
Councilor Simpson emphasized the importance of developing conditions for approval.

Councilor Rosenthal concurred with Councilor Lewis.

Councilor Nolan urged that the proposal be contingent on the Governor's actions. Councilor Nolan additionally raised concerns about the approach with regards to the racial equity policy.

Council President Peterson acknowledged the majority of Council favored seeing legislation and requested that staff speak to both industrial and housing forecasts, as well as MPAC and stakeholder recommendations.

Following a correction by the Metro attorney, Ciarlo clarified that it would be an ordinance, not a resolution.

Reid explained the scenario from the high growth housing forecast assumed migration from outside of the region, likely from younger households seeking rental opportunities, entailing a need for more apartments.

Councilor Gonzalez asked if the industrial and housing projections belonged to the same forecast scenario.

Staff responded that the two categories are generally interdependent and were considered together.

Councilor Gonzalez inquired about whether the medium

growth forecast addressed the housing shortage and expressed that the semantics of “baseline” undermine the forecast’s favorability, due to bias toward high-aiming goals as more desirable.

Reid stated that they are expecting most of the growth, tens of thousands of households, within the existing boundary, and reported optimism that there will be a long-term growth through attracting migrants to Oregon.

Council President Peterson questioned why the two primary scenarios were so distinct from each other.

Staff stated that the assumptions were bundled together and therefore were not cumulative.

Councilor Nolan returned to the nomenclature and the term “baseline.”

Reid clarified that in their statistical analysis the “baseline” forecast represents the most likely outcomes in the model.

Councilor Simpson remarked on the strategic plan and being proactive in stimulating housing production.

Councilor Lewis advised that staff use the baseline forecast given its higher reliability based on the analysis.

Councilor Rosenthal concurred that staff should use the data to guide the process. Councilor Rosenthal remarked on the Governor’s potential executive action for more housing.

Councilor Gonzalez conveyed that the medium forecast is ambitious and expressed that the Urban Growth Report is not just a planning document but a legal foundation for the region. Councilor Gonzalez cautioned that relying on a less

likely scenario jeopardizes the success of the project.

Council President Peterson summarized that the majority of Council supported introducing an ordinance to bring Sherwood West within the UGB based on a medium growth forecast. Council President Peterson then requested that the councilors share their thoughts on the conditions of approval.

Staff pulled up the "Topics for Potential Conditions of Approval" slide.

Councilor Nolan remarked that "number of housing units" is a vague condition and advised adding the sequencing of housing units and prioritization of affordable workforce housing for middle income families as a condition.

Councilor Gonzalez suggested that the conditions could be rephrased to include those idea.

Councilor Lewis, Councilor Rosenthal, and Councilor Simpson expressed wanting to see additional research on the precedent for affordable housing.

Councilor Gonzalez raised concerns over the responsibility of cities to develop diverse housing.

Councilor Rosenthal recommended a condition that would address the Regional Transportation Plan.

Council President Peterson acknowledged the unique context of the Urban Growth Management proposals and emphasized the need for an updated process and a more proactive approach with cities going forward.

Councilor Nolan expressed support for Tribal Consultation as

a condition and recommended engagement with regional BIPOC leaders as an additional condition.

Council President Peterson conveyed that advancement of racial equity was a component of the existing broad-based community engagement point.

Councilor Lewis noted that Tribal Consultation denotes a formal process between governments and advised that engagement with historically marginalized communities should be distinguished from the term "consulting."

Ciarlo reported that staff were listening to the comments and would return drafts based on the feedback.

Councilor Gonzalez asked staff to describe how the CORE recommendations would be incorporated.

Ciarlo responded that Metro staff would be working with Sherwood on comprehensive planning and explained that while specifics had not yet been developed, the recommendations would continue to be discussed.

There being no further discussion, Council President Peterson summarized the Council's recommendations to staff for updating the conditions of approval and moved on to the next agenda item.

11:30 Conversation with Tracy Loh

Council President Peterson introduced guest speaker Tracy Loh from the Brookings Institution to present on five strategies for the future of downtowns, cities, and regions.

Staff pulled up the "How to Break the Urban Doom Loop" slides to present to Council.

Presentation

Tracy Loh provided background on "How to Break the Urban Doom Loop," a quantitative and qualitative report from the Brookings Institution on the impact and effects of the COVID pandemic on four major cities. Loh highlighted the difference between media narratives and their findings. She relayed five of seven themes that emerged from the research to the Metro Council:

1. Public safety
   Loh explained that violent crime rates had decreased in downtowns. Loh demonstrated how crime statistics could be expressed in certain ways to shift public perception further from reality
2. Understanding "adaptive reuse and resilience"
   Loh conveyed that office conversions are not a magical solution to the housing crisis
3. Transit and ridership recovery
   Loh described the approach of ridership evolution and reported that cities with the highest ridership invested in services that go beyond pre-pandemic commuting needs, such as weekend service and high quality bus
4. Hope for homelessness
   Loh highlighted the success of comprehensive strategies for addressing homelessness in regions such as the Houston metropolitan area
5. Defining recovery
   Loh shared that there are many metrics for analyzing recovery which can also provide insight into regionally specific trends

Loh then offered five broad recommendations from the

report: to a) further tailor crime response strategies, b) consolidate jobs in activity centers (downtowns), c) maximize transit-oriented development, d) take a coordinated, data-based, and regional approach to homelessness, and e) empower places to self-help and link prosperity of downtowns with neighborhood well-being.

Council Discussion

Councilor Simpson referred to the crime data and noted that community leadership often looks to invest in crime reduction at the core (downtown areas) while neglecting peripheral neighborhoods. He highlighted that East Portland struggles with crime and remarked that crime response strategies should address neighborhoods outside the city core.

Councilor Lewis identified infrastructure as another key component of inequality in the region. She mentioned the unincorporated urban area in the Portland metropolitan area and asked Loh to share observations on similar trends in other regions.

Loh spoke to the city of Houston's large amount annexed land and how coordination with the county and surrounding counties to address homelessness allowed for a consistent standard of housing services across the region.

Councilor Rosenthal noted the importance of recognizing local conditions for developing effective solutions.

Council President Peterson highlighted the Future Vision Commission to update Metro's 50-Year Plan and asked Loh for big picture advice on outlining goals for the region.

Loh advised having one big picture goal per category

(economy, health, governance, etc.) and expressed that reduction of inequality should unite the framework. Loh emphasized that inequality harms the whole region and noted that everybody is better off when people suffering the most are better off.

Councilor Nolan concurred with Loh's remarks and inquired if they had studied whether an imbalanced reporting of crime data had led to an increase in racism.

Loh stated that media bias was likely not the main explanation for dysfunctional public safety policies in recent years.

Councilor Gonzalez inquired about specific observations of challenges related to governance on the West Coast.

Loh reported a general sense of distrust between the private and public sectors and noted that communities making the most progress often had cross-sector collaboration and involvement from the business community (or communities) to address regional issues.

Council President Peterson concurred that private-public partnership would need improvement.

There being no further discussion, Council President Peterson thanked the guest speaker and moved on to the next agenda item.

12:15 Chief Operating Officer Communication

Marissa Madrigal provided an update on the following events or items:

- Reported that Portland city council is considering a Performing Arts Resolution, which includes a strategy to develop two Broadway-capable venues and a

market feasibility analysis

- Reminded everyone of the upcoming Employee Town Hall at the Oregon Convention Center, which was seeking volunteer greeters to welcome staff arrivals to the event

12:30 Councilor Communication

Councilors provided updates on the following meetings and events:

- There were none.

1:00 Adjourn to Executive Session

There being no further business, Council President Peterson adjourned the Metro Work Session to an Executive Session at 12:47 p.m.

Respectfully submitted,

Emma McIntosh

Emma McIntosh, Legislative Assistant

The Executive Session will be held pursuant under ORS 192.660(2)(e); To conduct deliberations with persons you have designated to negotiate real property transactions. This Executive Session is closed to the public.

Council work session agenda

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Tuesday, October 8, 2024 **10:30 AM** **Metro Regional Center, Council chamber, https://zoom.us/j/615079992 (Webinar ID: 615079992) or 888-475-4499 (toll free)**

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber.
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https://zoom.us/j/615079992 Webinar ID: 615 079 992 or 888-475-4499 (toll free)

10:30 Call to Order and Roll Call

10:30 Work Session Topics:

10:30 2024 Urban Growth Management: Council Direction to Staff — 24-6130

Presenter(s): Eryn Kehe, Urban Policy and Development Manager, Metro
Ted Reid, Principal Regional Planner, Metro

Attachments: Staff Report
Attachment 1

11:30 Conversation with Tracy Loh — **24-6142**

Presenter(s): Tracy Loh, Brookings Institution

12:15 Chief Operating Officer Communication

12:30 Councilor Communication

1:00 Adjourn to Executive Session

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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January 2021

2024 Urban Growth Management: Council Direction to Staff
Work Session Topic

Metro Council Work Session
Tuesday, October 08, 2024

2024 URBAN GROWTH MANAGEMENT:
COUNCIL DIRECTION TO STAFF

Date: September 30, 2024
Department: Planning, Development, and Research
Meeting Date: October 8, 2024

Prepared by: Laura Combs, Associate Regional Planner
laura.combs@oregonmetro.gov
Presenter(s): Ted Reid; Eryn Kehe (Metro Planning, Development, and Research)
Length: 60 minutes

ISSUE STATEMENT

The region's urban growth boundary (UGB) delineates urban and rural uses and is a tool for ensuring thoughtful and efficient growth patterns. The Metro Council is required by state law to – at least every six years – determine whether the UGB has adequate land for expected housing and job growth. The Metro Council last made this determination in December 2018 and is scheduled to do so again by the end of 2024.

Over the course of the past year, staff has presented the elements of the Urban Growth Report (UGR) that estimate how many people may live or work in the region over the next 20 years and whether the land inside the existing UGB is sufficient to accommodate their homes and places of employment. The draft 2024 UGR provides the analysis to support the Metro Council as it determines if there is a demonstrated regional need for a UGB expansion.

For the 2024 urban growth management decision cycle, Metro received one proposal from the City of Sherwood to expand the UGB to include the 1,300-acre Sherwood West urban reserve area. If Metro Council determines more land is needed in the UGB to support the next 20 years of growth, they will also determine how Sherwood's proposed expansion will accommodate the needs described in the Urban Growth Report. Earlier this summer, Metro held a 45-day open comment period for the public to engage with the UGR and the Sherwood West proposal through an online survey or by directly submitting comments. A summary report of the public comments received during this period was shared with Metro Council, MTAC, MPAC, and CORE.

Staff, led by the Chief Operating Officer, developed recommendations that took public comment and Metro committee discussions into account. These recommendations include a proposal for where to fall in the housing and employment forecast range provided within the Urban Growth Report, a recommendation about the proposed expansion area, and topics to consider for potential conditions of approval.

Many groups have reviewed and commented on the COO/Staff recommendations and these various perspectives were presented at the Council public hearing on September 26, 2024 that was also carried over to October 3rd. In summary:

1. MPAC discussion focused on industrial land needs, the various future growth scenarios, and the role of Metro in defining conditions of approval for the Sherwood West proposal. Ultimately, MPAC recommended Council approve the COO/Staff recommendation with three amendments.

   Motion: MPAC recommends the COO/Staff Recommendation to the Metro Council for approval.
   - **Amendment 1**: MPAC recommends that Metro Council adopts the high growth forecast instead of the baseline forecast (found on page 6 of the COO/Staff Recommendation).
   - **Amendment 2**: Metro agrees to create and host or commit to having Senior staff participate in a task force ending no later than mid-2025 with a report back to the Council highlighting opportunities for creating growth and capacity models that are more reflective of market realities. The goal will be to work with local jurisdictions and private sector partners to address the employment lands challenges identified through the UGR process including but not limited to slope and lot size.
   - **Amendment 3**: Metro shall not impose any additional requirements on the City of Sherwood that are not articulated in the Sherwood West Concept Plan.

2. The Committee on Racial Equity (CORE) also presented the Metro Council with its recommendations for both the Sherwood West expansion and for future Metro UGM decision-making processes at the September 26 public hearing.

CORE recommendations on Sherwood West proposal:
- Conduct a community needs assessment with a regular community feedback loop around public amenities and community services, such as parks, healthcare, and transportation needs.
    - Based on the information from these community needs assessments, adopt a continuous improvement approach that includes a community oversight body, to assess response and progress on community needs assessment.
- Conduct community engagement activities in the region's most spoken languages other than English (including Spanish, Vietnamese, Chinese, Russian, Korean, and Arabic) and in Sherwood (including Spanish, Arabic, Vietnamese, Japanese, and Russian) with proactive and culturally specific outreach strategies to under-engaged communities.
- Partner with culturally and linguistically specific organizations within the local community to design a community engagement plan, conduct outreach, and other activities in order to fulfill community needs assessment work described above.
- Develop a housing plan that includes mixed levels of affordability that correspond to regional and state housing goals. Align housing affordability with salaries of projected new jobs.
- Analyze history of communities that have been excluded in Sherwood, including the proposed expansion area. Understand how communities have moved throughout time and the trends and data in community displacement. Create a reparations plan

that centers the voices of people from displaced and marginalized communities and shares the economic benefits of the proposed expansion with historically displaced communities.

CORE recommendations on future UGM processes:

- Require future urban growth expansion applications to include racial equity assessments.
- Metro should adequately support and fund racial equity consultation.
- Require future applicants to convene a compensated and racially diverse community oversight committee to inform decision-making that produces just and equitable outcomes.

Metro Council is requested to provide direction to staff at the work session scheduled for October 8.

ACTION REQUESTED

No action requested as this is a work session, but staff requests that the Metro Council provide direction in answer to the policy questions and policy options described later in this worksheet.

IDENTIFIED POLICY OUTCOMES

State law and regional policies lay out goals to make efficient use of land inside the UGB and to only expand the UGB if there is a demonstrable regional need to accommodate expected housing or job growth. The Metro Council makes this growth management decision for the region after significant engagement with stakeholders and residents. To ensure that areas added to the UGB are ready for growth, it is the Metro Council's policy to only expand the UGB in urban reserves that have been concept planned by a city or a county. Metro provides grant funding for local jurisdictions to complete concept planning. Metro Council will decide if there is a regional need for land to support demand for housing and jobs and if the UGB will be expanded to include the proposed Sherwood West urban reserve area. If so, the Council will determine conditions of approval to be placed on the expansion area.

POLICY QUESTION(S)

- What is the Council's determination regarding the regional need to expand the UGB to include Sherwood West?
- Does the Council have any guidance on refining the conditions of approval?
- Does the Council have direction on the other Metro-specific actions listed in the COO recommendations?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

The Council may respond to the 2024 COO/Staff Recommendations with direction on:

- Which scenario will be adopted in the Urban Growth Report as part of the final Urban Growth Management decision.

- The identified regional need, shown through housing and employment land capacity gap ranges
- Expanding the Urban Growth Boundary to include Sherwood West
- The conditions of approval for the proposed Sherwood West expansion
- Any other recommendations for Metro to address either in the final Urban Growth Report or in upcoming work following the Urban Growth Management decision

STAFF RECOMMENDATIONS

- Staff recommends Metro Council consider the COO/Staff Recommendations and provide guidance on the next steps of the decision-making process.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Regional urban growth management decisions have long been one of the Metro Council's core responsibilities. The Metro UGB – first adopted in 1979 – is one of Metro's tools for achieving the 2040 Growth Concept's vision for compact growth, thereby protecting farms and forests outside the UGB and focusing public and private investment in existing communities. These are all key to reducing greenhouse gas emissions and expanding housing options.

The UGB is just one policy tool, however, and must be accompanied by other policies, partnerships, and investments to make good on the 2040 Growth Concept and to address challenges like housing affordability, displacement, houselessness, and economic development. Often, growth management processes provide a venue for identifying the need for new initiatives.

Metro strives for transparency in its growth management work, which can be challenging given its highly technical aspects. The 2024 decision provided opportunities for interested parties to inform and understand the many technical and policy aspects of this work. Those opportunities included, not only standing advisory committees, but also groups formed for this decision process such as the UGR Roundtable, the Land Use Technical Advisory Group, the regional forecast expert review panel, and the Youth Cohort.

BACKGROUND

At its March 7, 2023 work session, the Council directed staff to begin implementing the work program for the 2024 urban growth management decision. Staff have returned periodically to update the Council on the progress of key components of the work program.

ATTACHMENTS

- Is legislation required for Council action? x Yes No
- If yes, is draft legislation attached? Yes x No
- What other materials are you presenting today?
    - 2024 Urban Growth Management: Metro Chief Operating Officer/Staff Recommendations

2024 Urban Growth Management Decision: Metro Chief Operating Officer/Staff Recommendations

August 26, 2024

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TABLE OF CONTENTS

LIST OF ACRONYMS I
A DELIBERATE APPROACH TO GROWTH 1
ADAPTING AND IMPROVING OUR GROWTH MANAGEMENT PROCESS 2
CITY OF SHERWOOD READINESS 3
THE REGION NEEDS MORE HOUSING OF ALL TYPES 5
REGIONAL NEED FOR UGB EXPANSIONS FOR HOUSING 5
PLANNING FOR JOB GROWTH 7
NEED FOR LARGE INDUSTRIAL SITES TO ACCOMMODATE HIGH-TECH MANUFACTURING GROWTH 7
ADDITIONAL LANDS TO SUPPORT COMMERCIAL JOB GROWTH 8
POTENTIAL UGB CONDITIONS OF APPROVAL 8
ADDITIONAL RECOMMENDATIONS 9
Improve how we assess equity in growth management decisions 9
Consult with Tribes 9
Revise how we accounted for slopes on employment lands 10
Update the region's vision for its future 10
PUBLIC COMMENTS 11
TIMELINE (SUBJECT TO CHANGE) 12
ATTACHMENT 1: HOUSING CAPACITY, NEED, AND DEFICIT ASSUMPTION DETAILS 13

LIST OF ACRONYMS

The following is a list of acronyms used throughout this document.

COO: Metro Chief Operating Officer
CORE: Committee on Racial Equity
MPAC: Metro Policy Advisory Committee
MTAC: Metro Technical Advisory Committee
UGB: urban growth boundary
UGR: Urban Growth Report

A DELIBERATE APPROACH TO GROWTH

Under Oregon state land use law, the Metro Regional Government ("Metro") is charged with making decisions about whether to expand the urban growth boundary (UGB) in the greater Portland region. This communication from Metro's Chief Operating Officer contains the staff recommendation to the Metro Council regarding the need for a UGB expansion and the City of Sherwood's 2024 proposal to address that need.

The urban growth boundary has long been one of Metro's most important tools for focusing the development of new homes and businesses in existing downtowns, main streets, and employment areas. Residents of the region have told us time and again to hold this priority: make the most of the land inside the boundary so that outward growth on the urban edge only happens when it is necessary and provides benefit for the entire region. This deliberate approach is crucial for strengthening existing communities, protecting farms and forests, and reducing greenhouse gas emissions.

According to state law, Metro is required to make a decision about whether to expand the UGB at least every six years. In making these decisions, Metro must provide up-to-date information about demographics, population and employment growth, development trends, and estimates of buildable land inside the UGB. This thorough assessment of whether there is a regional need for expanding the UGB is not only required by law – it is central to the greater Portland region's identity. When new growth occurs at the edges of the urban growth boundary, it should be necessary, planned, and deliberate.

Today, the greater Portland region is facing a housing shortage crisis. In addition, there is agreement across the region that attracting more family-wage industrial jobs will help our communities thrive. However, it is also clear that simply providing more land won't necessarily result in jobs and housing. Experience has shown that certain conditions must be in place to ensure that UGB expansion areas produce housing and jobs in a near term time frame. Time and time again we have seen that development occurs successfully where there is a commitment from city leaders and community members, where there is a plan for paying for needed infrastructure, and where there is market demand. If these ingredients aren't present, new urban growth is extremely slow if it happens at all.

For those reasons, in 2010 the Metro Council adopted a policy to only expand the UGB into urban reserve areas that have been concept planned by a local government and that demonstrate readiness to be developed. In the current 2024 UGB cycle, the City of Sherwood is the only city that has prepared a concept plan and proposed a UGB expansion, and they have shown that these elements are in place. Sherwood's readiness for new urban growth provides an opportunity to address the regional land needs identified in the draft 2024 Urban Growth Report (UGR).

Consequently, Metro staff recommend that the Metro Council consider expanding the UGB to include the Sherwood West urban reserve. Staff further recommend that the Council consider placing conditions on this expansion to ensure that the land is used efficiently and will support regionally identified needs. These conditions could reinforce the City of Sherwood's concept plan for the expansion area by improving housing affordability and protecting industrial lands so that they produce well-paying jobs in the manufacturing sector.

The information that follows sets out the reasoning behind this recommendation and lays the groundwork for the Metro Council to consider potential conditions of approval.

ADAPTING AND IMPROVING OUR GROWTH MANAGEMENT PROCESS

Our region's deliberate approach to growth has paid dividends for people who call this region home by helping to maintain a unique connection to nature and a high quality of life. However, as the world changes, our approach to managing growth must change too. In response to evolving needs and conditions over the years, Metro and its partners have collaborated to make improvements to the urban growth management process such as:

- Working with our regional partners to identify designated urban reserves and rural reserves that provide certainty about where the UGB may or may not be expanded over the coming decades.
- Using a 'range' forecast to acknowledge that there is inherent uncertainty in estimating future growth over the next 20 years.
- Encouraging more timely housing and business development in UGB expansion areas by requiring that a local jurisdiction complete a concept plan for an urban reserve before the area is brought into the boundary.
- Providing grant funding to cities to support local concept planning and comprehensive planning efforts.
- Adopting a fast-track expansion process for adding large industrial sites to the UGB to respond to near term opportunities.
- Providing an off-cycle UGB amendment process to address unanticipated non-residential land needs such as those identified by school districts.
- Creating a mid-cycle UGB process to be responsive to city proposals for addressing unanticipated residential land needs between the designated 6-year scheduled approval process.
- Clearly specifying in Metro's Code the factors that cities must address in UGB expansion proposals.
- Completing a land exchange in 2023 that brought concept planned land within an urban reserve inside the UGB and removed unplanned land to ensure more of the land inside the UGB will produce housing.

- Continually improving technical analyses to reflect new practices, including how to forecast redevelopment potential and estimate current and future housing needs.
- Examining regional needs for industrial lands with specific site characteristics and applying that information to evaluate expansion proposals.
- As with the forecast, using a range of estimates to acknowledge the inherent uncertainty in predicting growth capacity within the UGB.
- Increasing transparency by convening the 2024 Urban Growth Report Roundtable, comprised of diverse expertise and interests.
- Elevating youth perspectives and building future leaders by convening a UGB Youth Cohort in 2024.

One of the characteristics that makes our region unique is our ability to collaborate and work together to adapt and modernize our systems to respond to changing conditions.

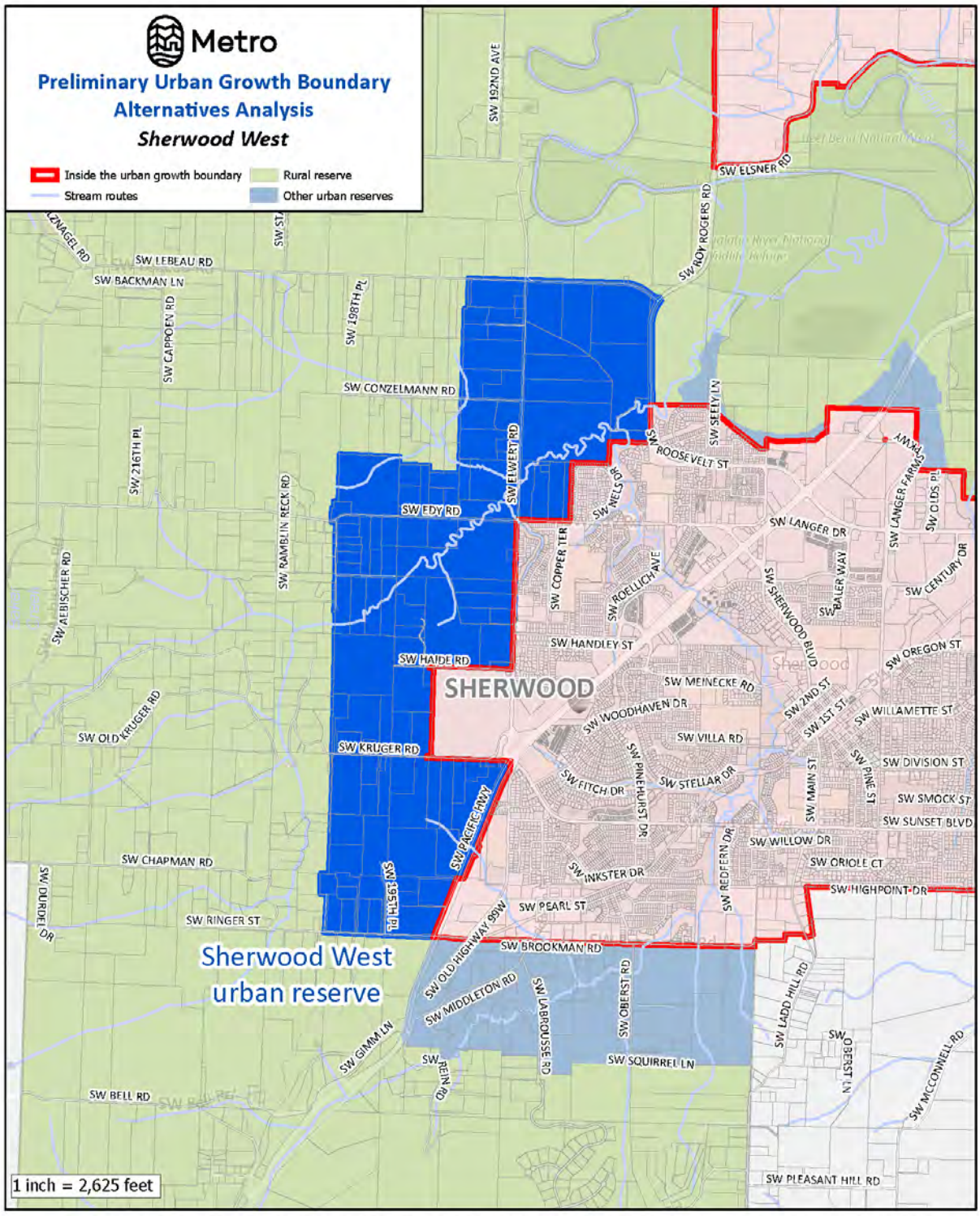
CITY OF SHERWOOD READINESS

Based on the draft 2024 Urban Growth Report (UGR) in addition to discussions at the Metro Council, MPAC, MTAC and the Urban Growth Report Roundtable as well as comments received during the public comment period, Metro staff believe there is a regional need to expand the UGB to provide more land for housing and job growth. Staff also encourage the Metro Council to set clear expectations for areas added to the boundary, so the expansion addresses not just local interests, but regional needs.

The City of Sherwood has completed extensive work to propose a UGB expansion for the Metro Council's consideration. The expansion proposal indicates that Sherwood is ready to take meaningful steps toward getting homes and businesses built in the proposed UGB expansion area. The Sherwood West Concept Plan includes proposed land uses to support up to approximately 5,500 housing units and 4,500 jobs. For those reasons, staff recommend that the Metro Council consider expanding the region's UGB to include the Sherwood West urban reserve.

Considerable work remains if the Metro Council chooses to add this area to the UGB. As part of this recommendation, staff encourage the Council to identify conditions ensuring that land added to the UGB will address a range of housing needs and provide industrial sites likely to attract family wage manufacturing jobs.

Figure 1: Recommended UGB expansion in the Sherwood West urban reserve



The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product.

The following pages of this report describe additional considerations that inform this staff recommendation.

THE REGION NEEDS MORE HOUSING OF ALL TYPES

It is well known that there is a national housing shortage, as well as housing shortages in Oregon and in the greater Portland region. This is reflected in housing prices and rents that remain high and in the growing number of people experiencing housing instability or houselessness. With the expectation that population growth will continue in our region – irrespective of the rate of that growth – we need more housing to be built.

The vitality of every community depends on having a diverse range of people from all backgrounds doing a broad range of work: teachers, contractors, daycare providers, nurses, and grocery store workers to name a few. As home prices rise and demand outstrips supply, we need to do more to provide housing opportunities for these essential workers in every community. Likewise, we need to provide housing options that suit people from all life stages: students seeking rental housing, growing families that need an additional bedroom, retirees seeking to downsize but remain in their community.

The primary question addressed by the Urban Growth Report is not just whether more housing is needed but whether there is enough space inside the existing UGB to meet that need. Land already available within the UGB provides opportunities for a diverse range of housing. The region's track record, as documented in the 2024 UGR, shows that there is considerable market demand for urban housing close to transit, services, and amenities. Recent statewide allowances for 'middle housing' such as townhouses and duplexes are producing results, and we expect that more of these housing options will be provided in the future.

The draft UGR also indicates that, depending on our assumptions about the future, there is potentially a need for additional land to meet the region's need for additional housing. As we consider bringing new areas into the UGB, we must make sure those areas will address the needs of a wide variety of households.

REGIONAL NEED FOR UGB EXPANSIONS FOR HOUSING

Under state law, the UGB can only be expanded when there is a demonstrated regional need for additional capacity to accommodate the next 20 years of forecasted growth. The analysis in the draft 2024 UGR's range of growth estimates shows that the Metro Council has the latitude to determine that a need for more land exists.

Housing capacity

The draft 2024 UGR describes a range of possible housing growth capacity currently available within the urban growth boundary. The specific amount of housing capacity available within that range depends on expected market conditions and development responses. Consistent with the recommendation to plan for the baseline forecast described in the following

paragraph, staff recommend capacity assumptions that fall within the middle of the ranges established in the draft 2024 UGR.

For the 2024 growth management decision, staff recommend that the Metro Council base their decision on a finding that there is capacity inside the UGB for 175,500 additional homes. Details about that assumed growth capacity can be found in Attachment 1 to this recommendation and in the draft 2024 UGR.

Household forecast and capture rate

As a basis for this growth management decision, staff recommend that the Metro Council plan for the baseline forecast for the seven-county Metropolitan Statistical Area (MSA) for the 2024 to 2044 period. The baseline forecast describes the most likely amount of growth for the region. This means planning for approximately 315,000 more people and 203,500 more households in the MSA.

The UGB "capture rate" is used to describe the share of seven-county household growth that is expected to occur in the Metro UGB. For discussion purposes, the draft 2024 UGR scenarios assumed a 70 percent UGB capture rate. Staff have heard partner opinions and share optimism that the region will regain its reputation as an attractive place to live and work. Staff therefore recommend that the Metro Council consider planning to accommodate slightly more than 70 percent of the MSA's household growth in the Metro UGB.

Notwithstanding recent declines after the pandemic-induced recession, this would represent a continuation of the historic upward trend in Metro's UGB capture rate for household growth. Adding the Sherwood West urban reserve to the UGB can provide a means of achieving this slightly higher capture rate by attracting household growth that may otherwise occur outside of the Metro UGB.

Staff recommend that the Council plan for 176,500 to 180,800 additional homes in the Metro UGB to meet current and future housing needs. Additional details about how those numbers are derived can be found in Attachment 1 and in the draft 2024 UGR.

Housing capacity deficits

Comparing UGB housing growth capacity (175,500 homes) and housing needs (176,500 to 180,800 additional homes) indicates a potential deficit of capacity for 1,000 to 5,300 homes. Additional details about those deficits can be found in Attachment 1.

Depending on the mix of housing it includes, the Sherwood West urban reserve could meet the range of identified regional housing capacity deficits. The adopted Sherwood West Concept Plan describes a range of 3,117 (9.2 dwelling units/acre) to 5,582 (16.4 dwelling units/acre) homes.

PLANNING FOR JOB GROWTH

Future job growth requires more workers to fill those jobs. This means that our job growth forecast should be generally consistent with our expectations for population growth. Consequently, as with population and household growth, staff recommend planning for the baseline employment forecast, which estimates the most likely growth scenario.

Today, there are approximately 1,261,200 jobs[1] in the seven-county MSA. Staff recommend planning for an increase of approximately 110,000 jobs, for a total of 1,371,400 jobs in the MSA by the year 2044.

Based on long-term trends, staff recommend planning for 75% of the new MSA-level jobs in the Metro UGB.[2] Today, there are approximately 996,600 jobs in the Metro UGB. By 2044, an additional 82,500 new jobs are anticipated, for a total of 1,079,000 jobs within the Metro UGB.

NEED FOR LARGE INDUSTRIAL SITES TO ACCOMMODATE HIGH-TECH MANUFACTURING GROWTH

Using the baseline employment forecast, the draft 2024 UGR identifies a surplus of 4,550 acres of industrial land in the region. However, as also explained in the draft UGR, most of the region's industrial land supply consists of smaller parcels with an average lot size of 3.8 acres and a median lot size of 1.7 acres. Although these smaller industrial spaces are in demand, they cannot serve the needs of the entire industrial market. The draft UGR describes a shortage of larger industrial sites for the expansion of existing businesses and recruitment of companies from outside the region; in particular, there is a lack of unconstrained parcels with relatively flat slopes and proximity to transportation facilities that could be aggregated into larger 50+ acre industrial sites.

The 2022 Oregon Semiconductor Taskforce Report identified a statewide need for four sites of 50 to 100 acres suitable for high tech manufacturers. As described in the draft UGR, the greater Portland region is the heart of the state's high-tech economy; however, the current regional inventory does not include enough industrial sites with characteristics that are suitable for addressing this need.

High tech manufacturing has become a major focus of incentive programs from the federal government designed to increase domestic production of critical technologies. Our region has significant competitive advantages in designing and manufacturing technologies to help adapt to and mitigate climate change and improve global connectivity. Staff analysis indicates that our region lacks enough available and unconstrained sites of sufficient size, slope, and proximity to

[1] These figures are for non-farm jobs because the task of growth management decisions is to estimate land need for urban uses.

[2] The draft 2024 UGR employment land demand analysis incorporates different UGB capture rates for different sectors. 75% is the historic UGB capture rate for the 1979-2022 period across all non-farm sectors.

existing transportation facilities and high-tech manufacturing clusters to allow for growth of these critical industries over the next 20 years. A lack of available sites would be a limiting factor in our region's ability to take advantage of historic incentives to support economic development.

Under Statewide Planning Goal 14, Metro is authorized to expand the UGB onto land that is suitable to meet a particular identified need based on specific site characteristics. Staff recommend that, based on the necessary site characteristics described above, the Metro Council address a need for two 50+ acre sites by expanding the UGB to include the mixed employment area in the north end of the Sherwood West concept plan. Staff further recommend that the Metro Council consider conditions of approval to protect these important large sites to help ensure that they will address the identified need.

ADDITIONAL LANDS TO SUPPORT COMMERCIAL JOB GROWTH

The draft 2024 UGR identified a baseline deficit of 320 buildable acres to support expected commercial job growth. Sherwood has included at least 135 acres for commercial employment in its concept plan. Staff recommend that the Metro Council address the commercial land need described in the UGR by expanding the UGB to include the Sherwood West urban reserve. The remaining deficit beyond that addressed by a potential expansion is within the margin of error for a long-range land need analysis. To the extent that there may be additional demand for commercial land, staff expect that demand would be addressed through additional redevelopment.

POTENTIAL UGB CONDITIONS OF APPROVAL

With the goal of expanding housing choices and reducing housing costs, protecting industrial sites, and continuously improving engagement for planning efforts, staff recommend that the Council consider conditions on the proposed UGB expansion. The bullets below provide suggestions for several topics that could be addressed by conditions of approval. Generally, these recommended conditions reinforce the work that the City of Sherwood has done in its Sherwood West Concept Plan. For example:

- In order to achieve a mix of housing types, the Metro Council could establish an expectation for a minimum number of homes. This could fall within the range proposed by the City of Sherwood's adopted Sherwood West Concept Plan (base density of 9.2 units per acre to a maximum density of 16.4 units per acre). The difference between these reflects the actualization of "missing middle" housing allowed by HB 2001 (2019). The city of Sherwood would determine housing mix details in their comprehensive planning process.
- The greater Portland region is in an affordable housing crisis. We need more housing options for people who make less than the region's median income (currently $116,900 for a family of four). Sherwood elected officials and staff have expressed an interest in

creating opportunities to live and work in their community. That will require us to work together to ensure housing affordability and not just leave it up to the market. The Metro Council could set out conditions to guide this work.

- Staff's recommendation to create and protect large industrial sites is intended to achieve widely shared goals to grow our region's high-tech manufacturing sectors. The Metro Council could consider specific goals or restrictions to make sure this happens.
- Creating inclusive communities means bringing a variety of perspectives into the planning process. Staff recommend a broad-based approach to community engagement that goes beyond collecting input from those who currently live near the expansion or those who have typically engaged in city planning – and include community members and Community Based Organizations representing historically marginalized groups. Staff also recommend inviting interested Tribes to engage in the city's planning processes.

ADDITIONAL RECOMMENDATIONS

Improve how we assess equity in growth management decisions

For many years, Metro has had the goal of addressing racial equity in its work, including urban growth management decisions. We've tried several approaches including:

- Using the Regional Equity Atlas to provide decision makers with contextual information.
- Requiring cities proposing expansions to describe how they are working to advance racial equity.
- When we've expanded the UGB, requiring and supporting cities in conducting broad-based community engagement for their comprehensive planning.
- Assessing equity outcomes in past UGB expansion areas.

In keeping with our tradition of always seeking to learn and do better, staff recommend that Metro Council direct staff to work with its advisory committees to identify possible amendments to Title 11 of the Urban Growth Management Functional Plan to require local governments to complete equity assessments when concept planning for new urban areas.

Consult with Tribes

Tribes are independent sovereigns with inherent powers of self-government and relationships with the U.S. government that derive from treaties, federal law and executive orders. These Federal-Tribal relations are political and do not derive from race or ethnicity. Treaties are listed among the elements that make up "the supreme law of the land" under Article VI of the U.S. Constitution.

The lands now known as the greater Portland metropolitan area are part of the aboriginal homelands, traditional use areas and trade networks of numerous Tribes. For millennia, Indian people resided throughout the Willamette Valley and along the Willamette and Columbia Rivers

and their tributaries in traditional villages, permanent communities and seasonal encampments. The relationship of Tribes, their lands and interests extend from time immemorial to the present day and beyond. Each Tribe's interests are distinct. These interests may overlap and intersect with the urban growth boundary in various ways.

Metro and other local governments need to do a better job of consulting with Tribes on growth management and land use issues that have the potential to impact tribal interests and priorities such as treaty rights, the protection of sensitive cultural resources, or enhancing the welfare of tribal members residing in urban areas off reservation. For that reason, staff recommend that Metro Council direct staff to work with interested Tribes, Metro's Tribal Affairs program and its advisory committees to identify possible amendments to Title 11 of the Urban Growth Management Functional Plan to require local governments to consult with Tribes when concept planning and comprehensive planning new urban areas. Staff also recommend that Metro identify opportunities to ensure and improve Metro's Urban Growth Report technical analyses are inclusive of relevant tribal priorities, expertise, and data sets.

Revise how we accounted for slopes on employment lands

Recent discussions at the UGR Roundtable and the Metro Policy Advisory Committee (MPAC) have raised questions about the assumptions staff make when inventorying buildable employment lands. We have heard questions about our assumed thresholds for steep slopes and whether some of those lands are viable for development.

Based on their professional expertise and review of other jurisdiction's work, Oregon Department of Land Conservation and Development staff have recently advised Metro to use a 10% slope threshold when inventorying buildable employment lands. Staff will revise the UGR analysis of employment land capacity to follow that advice. That revised analysis will be included in the final UGR presented for Metro Council adoption later this year.

Using this more conservative slope threshold does not change the analysis in the draft 2024 UGR that the baseline forecast indicates there is enough industrially-zoned land inside the UGB to match generally expected job growth, at least before assessing a more specific need for additional land with particular site characteristics. Most importantly, it doesn't change the fact that we collectively need to focus on the investments and actions necessary to make sure more of these employment lands are shovel-ready to capitalize on economic development opportunities. That includes necessary regional discussions about site aggregation, brownfield remediation, infrastructure financing, zoning changes, incentive programs and more.

Update the region's vision for its future

Our region had the foresight 30 years ago to adopt the region's Future Vision and 2040 Growth Concept. These long-range plans helped guide how greater Portland has responded to population growth in a way that reflects shared community values. The Growth Concept has

served us well and has positioned us to address the challenges of climate change and racial equity, but we know there's more work to be done to prepare for these and other future issues.

A lot has changed since the region adopted the Future Vision and the 2040 Growth Concept. Staff will bring a work program to Metro Council to renew the Future Vision and 2040 Growth Concept in Fall 2024. This work will help address many, though not all, topics and potential actions that came up while developing this urban growth management recommendation.

This work program should include an assessment of how these existing plans have performed for the region's residents: what has worked well or turned out as envisioned, and where there is still work to do or turned out differently from the vision. While we believe the fundamentals of the Vision and Growth Concept are still relevant, it is essential to demonstrate this through study.

Planning for 25 and 50 years in the future also requires understanding where today's trends may potentially take the region. The work program should include investigation of how climate change, demographics, technology, and other topics will change in the coming decades and how visioning can prepare the region to adapt to these shifts.

The updates of these long-range plans must also capture topic areas not currently addressed in the 1995 versions of these documents that are of greater importance and interest today. These include, but are not limited to: racial equity, climate resilience and adaptation, arts and culture, anti-displacement strategies, and Tribal relations. Updates must also address how Metro's purview has changed since 1995 to encompass major roles in the region's housing and parks and natural areas.

PUBLIC COMMENTS

Metro held a public comment period from the release of the draft UGR on July 9 through August 22. 349 survey responses were received during this period. We heard a variety of viewpoints about the draft Urban Growth report and the City of Sherwood's expansion proposal. Themes from comments about the expansion proposal include:

- Optimism about future growth potential, including the potential for a resurgence of high-tech manufacturing
- Interest in more housing and job opportunities in Sherwood, including housing choices for seniors, young families and other demographic groups
- Concern about the impacts of a potential UGB expansion on traffic, with the lack of transit options available in Sherwood
- Concern about impacts on farmland and agricultural activities
- Importance of housing affordability
- Concern about impacts on the environment and climate change
- Concern about impacts of new development on existing public infrastructure leading to tax increases for current residents
- Concern about potential impacts on schools

- Recommendation to use land within the UGB before expanding

We also received input about the methodology of the draft UGR. Themes include: suggestions for different approaches to the buildable land inventory, population projections, and density estimates.

These comments highlight the variety of issues that need to be balanced by the UGR. While this staff recommendation does not address every technical topic raised, it acknowledges that the UGR is a point-in-time document that seeks to balance interests and provide a reasonable range of estimates for the Metro Council to determine whether to expand the UGB and accept the City of Sherwood's proposal.

TIMELINE (SUBJECT TO CHANGE)

August 26, 2024:	Release COO recommendation
August 28, 2024:	MTAC discussion of COO recommendation and public comment themes
September 5, 2024:	Council work session on COO recommendations and public comment themes; (*full public comment summary provided at Council meeting*)
September 11, 2024:	MPAC discussion of COO recommendation and recommendations to Council; request any final MTAC advice
September 18, 2024:	MTAC advice to MPAC, if requested
September 19, 2024:	CORE recommendation to Council
September 25, 2024:	MPAC recommendation to Council
September 26, 2024:	Council holds public hearing on COO recommendations
October 8, 2024:	Council provides direction to staff at work session
November 21, 2024:	Council first reading of ordinance; public hearing
December 5, 2024:	Council second reading of ordinance; decision

ATTACHMENT 1: HOUSING CAPACITY, NEED, AND DEFICIT ASSUMPTION DETAILS

The tables below include specific numbers, but long-term estimates cannot be expressed this precisely. For that reason, the final totals are rounded to the nearest hundred.

Table 1: Recommended housing capacity assumptions (Metro UGB, 2024-2044)

	UGB Capacity Assumptions (number of homes)			
	single-detached	middle housing	multifamily	Total
Vacant land (larger mix of single-unit detached)	34,944	13,228	42,970	91,142
Redevelopment (Baseline)	12,292	11,727	24,382	48,400
Concept plan areas and planned development on vacant land	9,096	6,662	4,138	19,896
Other planned redevelopment	135	172	9,830	10,137
Office-to-residential conversion (baseline)	-	-	1,000	1,000
ADUs and middle housing conversion/infill (low)	-	4,955	-	4,955
Total UGB capacity (rounded)	**56,500**	**36,700**	**82,300**	**175,500**
Capacity housing mix	32%	21%	47%	100%

Table 2: Recommended Metro region current and future housing need assumptions (2024-2044)

7-county MSA baseline household growth (2024-2044)	203,530
Future household growth in Metro UGB (70% to 72% Metro UGB capture)	142,500 to 146,500
Add 5% vacancy rate (to convert future households to homes)	7,100 to 7,400
Subtotal of UGB future housing needs (number of homes)	149,600 to 153,900
Add current housing needs (underproduction, houselessness, 2nd and vacation rentals)	26,953
Total current and future UGB housing need (2024-2044, rounded)	176,500 to 180,800

Table 3: Metro UGB current and future housing need and deficit assuming 70% UGB capture

	UGB Housing Need at 70% UGB Capture			
	single-detached	middle housing	multifamily	Total
Future need: baseline forecast (see Table 1)	56,846	32,911	59,838	149,594
Units lost to 2nd and vacation homes	1,072	1,769	443	3,285
Historic underproduction	726	2,089	12,160	14,975
Households experiencing houselessness	-	40	8,653	8,693
Total Housing Need (rounded)	**58,600**	**36,800**	**81,100**	**176,500**
Needed housing mix	33%	21%	46%	100%
Total UGB capacity (rounded)	56,500	36,700	82,300	175,500
Deficits (rounded)	**(2,200)**	**(100)**	**1,200**	**(1,000)**

Table 4: Metro UGB current and future housing need and deficit assuming 72% UGB capture

	UGB Housing Need at 72% UGB Capture			
	single-detached	middle housing	multifamily	Total
Future need: baseline forecast (see Table 1)	58,470	33,851	61,547	153,868
Units lost to 2nd and vacation homes	1,072	1,769	443	3,285
Historic underproduction	726	2,089	12,160	14,975
Households experiencing houselessness	-	40	8,653	8,693
Total Housing Need (rounded)	**60,300**	**37,700**	**82,800**	**180,800**
Needed housing mix	33%	21%	46%	100%
Total UGB capacity (rounded)	56,500	36,700	82,300	175,500
Deficits (rounded)	**(3,800)**	**(1,000)**	**(500)**	**(5,300)**

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we've already crossed paths.

So, hello. We're Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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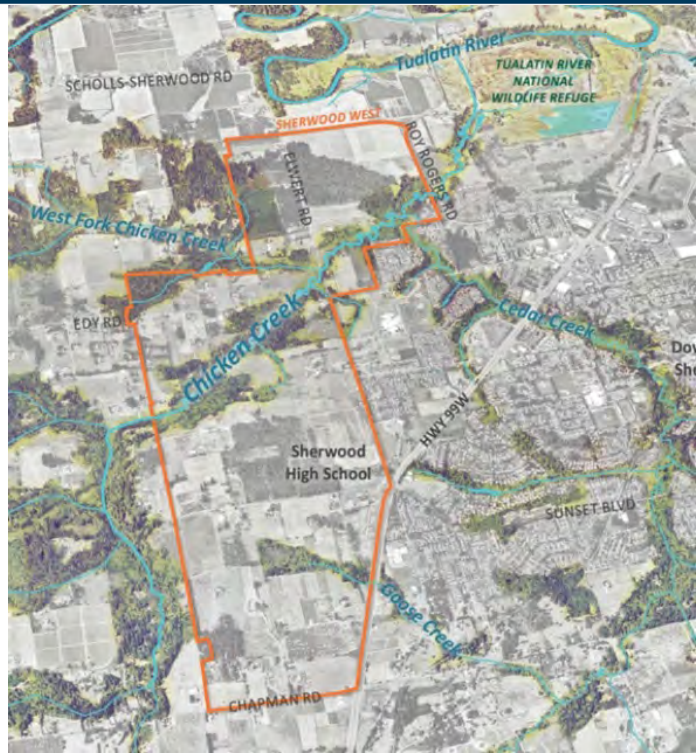
Materials following this page were distributed at the meeting.

Urban growth management: Metro Council direction to staff

Council work session
October 8, 2024

Does Council wish to proceed with the COO recommendations?

- Expand the UGB to include the Sherwood West urban reserve, based on a regional need for land for housing and industrial development
- Develop conditions of approval that clarify City commitments and address regional values

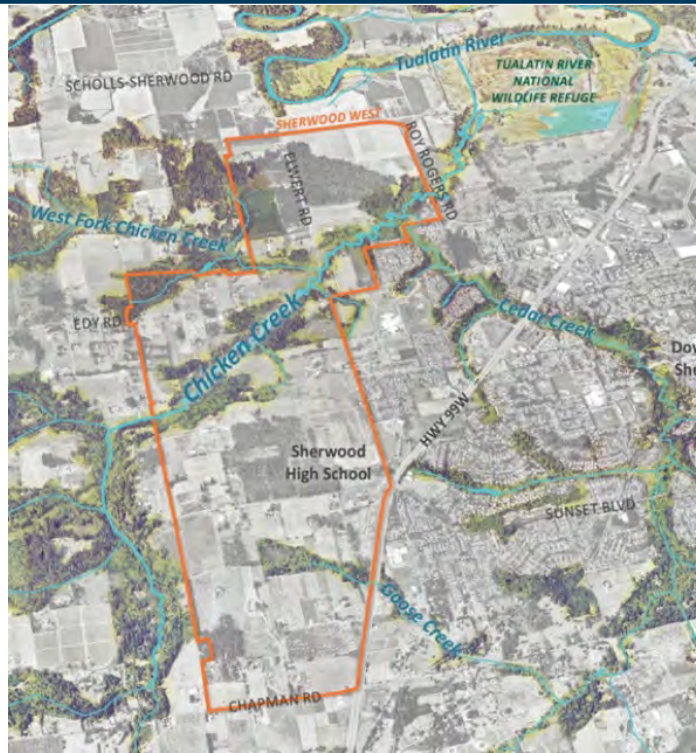


Topics for potential conditions of approval

- Number of housing units
- Housing affordability
- Protections for large industrial sites to grow the region’s high-tech manufacturing sector
- Broad based community engagement
- Tribal consultation

COO/Staff Recommendations

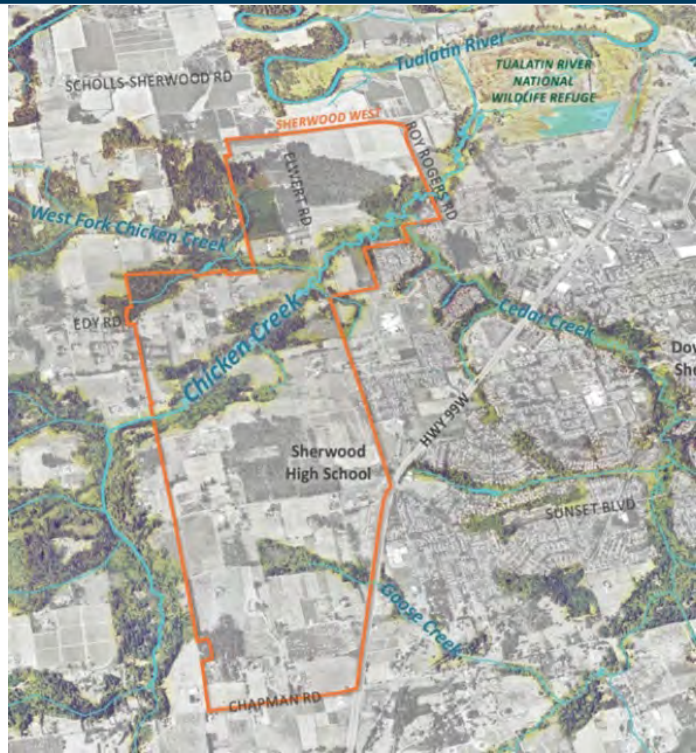
- Expand the UGB to include the Sherwood West urban reserve, based on a regional need for land for housing and industrial development
- Develop conditions of approval that clarify City commitments and address regional values



	July	August	September	October	November	December
Council	Discussion of draft Urban Growth Report	Public comment survey available until August 22 COO/Staff recommendation	**Public hearing** on COO/Staff recommendation	Council direction on decision Oct 8	Council first reading; **public hearing** Nov 21	**Council second reading; final decision** Dec 5
MPAC			Discuss COO/Staff recommendation; *Recommendation to Council*			
MTAC			Discuss COO/Staff recommendation; *Recommendation to MPAC*			
CORE	Discussion with Sherwood staff	Discussion of UGB condition concepts	Discuss COO/Staff recommendation; *Recommendation to Council*			

Does Council wish to proceed with the COO recommendations?

- Expand the UGB to include the Sherwood West urban reserve, based on a regional need for land for housing and industrial development
- Develop conditions of approval that clarify City commitments and address regional values



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WASHINGTON COUNTY
Coordinating Committee

Committee members:
(alphabetical by jurisdiction)

Stephanie Jones, Mayor
City of Banks

Lacey Beaty, Mayor
City of Beaverton

Jef Dalin, Mayor
City of Cornelius

Keith Jehnke, Mayor
City of Durham

Malynda Wenzl, Mayor
City of Forest Grove

Bill Martin, Mayor
City of Gaston

Steve Callaway, Mayor
City of Hillsboro

Shawna Thompson, Mayor
City of King City

Teri Lenahan, Mayor
City of North Plains
WCCC Vice-Chair

Tim Rosener, Mayor
City of Sherwood

Heidi Lueb, Mayor
City of Tigard

Frank Bubenik, Mayor
City of Tualatin
WCCC Chair

Nafisa Fai, Commissioner
Washington County

Julie Fitzgerald, Councilor
City of Wilsonville

October 7, 2024

Metro Council
600 NE Grand Ave.
Portland, OR 97232

Re: 2024 Growth Management Decision

Dear Chair Peterson and Metro Councilors,

Thank you for the opportunity to comment on the 2024 growth management decision as you prepare to provide direction to staff to prepare a final ordinance.

The Washington County Coordinating Committee fully supports the Metro Chief Operating Officer's recommendation to expand the Metro UGB to include the 1,291 acres within the Sherwood West urban reserve area.

We support accepting the Sherwood West concept plan as a guide for the UGB expansion area without additional conditions of approval. We understand Metro's desire to try to address issues such as affordable housing development by considering requirements on new urbanizing areas. However, it's important to note that provision of affordable housing is a shared regional responsibility that should not be mandated on one jurisdiction alone. The Oregon Housing Needs Analysis (OHNA) work is underway and will assign housing unit production targets to all jurisdictions. Any potential UGB expansion conditions around affordable housing should thus be aspirational and framed as partnership opportunities between the city, Metro, and Washington County.

Additionally, Metro could consider a variety of ways to encourage affordable housing production in the region, such as: hiring a dedicated staff person with a strong level of expertise to support cities in developing plans and programs and do outreach with potential program

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beneficiaries; hold a regular regional forum where cities can come together to discuss and learn about ways to provide affordable housing, incentives that have been successful, and other strategies that could be implemented; and explore a range of potential funding sources to help with the provision of affordable housing throughout the region.

We appreciate the extra analysis that Metro did relative to the industrial land component of Sherwood's proposal. Industrial land is exceptionally important to every city as it helps support the local tax base and provides jobs/housing balance, giving opportunities for community members to work where they live. We recommend that future urban growth reports include analysis that specifically considers locally adopted Economic Opportunities Analyses, which reflect the industrial and commercial needs of local jurisdictions. Industrial land analysis should consider factors such as net parcel size, slope, and development readiness. Every city deserves the opportunity to have adequate employment land to support their community and our region.

Thank you for your consideration. We look forward to continued partnership with Metro to make Washington County a great place to live and work.

Sincerely,

Frank Bubenik
Chair, Washington County Coordinating Committee

October 7th, 2024

Metro President and Council
600 NE Grand Ave.
Portland, OR 97232

RE: Metro's 2024 Urban Growth Report and Sherwood's Urban Growth Boundary Expansion Request

Dear President Peterson and Metro Councilors,

We are writing on behalf of thousands of businesses and individuals seeking to address our biggest issues by building the housing, infrastructure, and jobs that make our region livable and economically vibrant. As a coalition of diverse interests, we believe that thriving communities are built through strong public and private partnerships. We want to collectively thank Metro Council and staff for always working to include and engage a broad range of stakeholders in their public outreach.

To promote housing affordability and the vitality of our economy, we encourage Council to embrace a high-growth approach when evaluating our regional employment land supply and housing needs; and we urge you to approve the Sherwood West UGB expansion request, without conditions.

With the Urban Growth Report, it's important to start with Metro's population forecasts, as they underpin nearly all growth management discussions. The draft 2024 report concludes that regional population growth is slowing because birthrates are dropping (which of course is an established national trend). This means that in-migrating residents will be the primary driver of our population growth, as it has been in recent years. This analysis makes sense. However, the report then assumes that, "Slowing population growth also means slower job growth." *We respectfully disagree*.

Though we agree that we can't necessarily change what the data tell us, we *can* choose policies that create the opportunity for a stronger economic reality. In other words, if we use this growth report to prepare and plan for strong economic and housing growth, then outside investment and in-migration will adapt towards a higher-opportunity future—*if you build it, they will come*. On the flipside, if we plan for anemic growth and limit our ability to adapt to the market, we're likely to the stage for regional economic stagnation. In either case, it's a self-fulfilling prophesy.

By implementing the following recommendations, Metro and local jurisdictions can better manage growth, avoid future housing crises, and prevent the region's economic decline. As planners frequently remind us: *failing to plan is planning to fail.*

Recommendation #1: Address the Housing Deficit at its Source

- **Adopt a High-Growth Housing Framework**: Choose a high-need forecast that accommodates both current and future housing needs, with a target of creating at least 203,200 units over the next 20 years. This will allow Metro to adapt to new growth opportunities as they arise.
- **Reconsider UGR's Limited Development Scenarios**: Reevaluate the development scenarios outlined in the UGR (pg. 38-39) and pursue a more flexible, market-driven approach to homebuilding development. This will help avoid overly prescriptive policies that stifle development while ensuring homeownership remains accessible for future generations.
- **Study Regional Land-Readiness**: Metro should calculate the region's supply of shovel-ready buildable land for housing and identify needs related to permitting and infrastructure.

Recommendation #2: Optimize Industrial Land Calculations with Eye Towards Growth

- **Reassessing Industrial Lot Sizes:** The current calculation of a 6,000-acre "surplus" of industrial land is misleading given a median lot size of just 1.7 acres. Metro should work with developers to establish a more reasonable minimum lot size for effective industrial use, ensuring that only suitable lots remain in our industrial land inventories.
- **Address Slope Concerns:** To mitigate development constraints, we suggest that any industrial lands with a slope greater than 7% should be removed from capacity inventories. Metro COO's official recommendation to decrease slope to 10% is a start, but we're asking Council to come in line with industry safety standards and remove lands from inventories that exceed 7% slope.
- **Future Planning and Investment**: Following the 2024 growth management decision, Metro should form a taskforce of industry and policy experts to evaluate the financial and planning requirements needed to transform local industrial lands into vibrant employment opportunities.
- **Supplementing Governor Kotek's SB 4 Actions**: The Governor's super-siting authority and the proposed 373 acres in North Hillsboro should be seen as additive to employment land needs (not replacing), as large federal investments will only increase demand for moderate-sized lots, such as those planned in the Sherwood West expansion area.

Recommendation #3: Approve Sherwood West UGB Expansion, Without Conditions

- **Economic Growth and Housing Development**: The Sherwood West proposal is set to create 4,000 good-paying jobs and at least 3,000 new homes, significantly boosting the local economy while helping address the region's housing crisis.
- **Collaborative and Thoughtful Planning**: This expansion has emerged from extensive public engagement with city leaders, regional stakeholders, and community members. It prioritizes livability, incorporating innovative strategies to develop complete and thriving communities.
- **Long-Term Community Benefits**: By enhancing local infrastructure and creating hundreds of acres of parks and natural areas, Sherwood is well-positioned to create valuable community benefits for generations to come.
- **Mitigate Political Risks of UGB Expansion Conditions**: Imposing excessive conditions on this expansion could undermine Sherwood's careful outreach efforts, leading to unjustified political repercussions to valued city leaders—and potentially jeopardizing future growth opportunities.

We want to express our gratitude to Metro staff and the Council for your dedicated service to our community. The work involved in long-range planning is challenging, particularly when engaging a wide range of stakeholders that do not always see eye to eye. We appreciate the efforts put into developing the 2024 Draft UGR and reviewing Sherwood's 2024 UGB Expansion request. We urge you to consider the pressing housing crisis and employment needs facing our communities as you make your final recommendations.

Elizabeth Mazzara Meyers
Executive Director
Westside Economic Alliance

Jon Isaacs
Executive VP, Public Affairs
Portland Metro Chamber

Michele Gila
Director of Realtor Advocacy
PMAR

John Killin
Executive Director
Associated Wall and Ceiling Contractors

Nellie deVries
Executive Director
Columbia Corridor Association

Deanna Palm
CEO
Washington County Chamber of Commerce

Lance Randall
Executive Director
Black Business Association of Oregon

Avaly Scarpelli
Executive Director
BOMA

Kelly Ross
Government Affairs Director
NAIOP

Tanya Hartnett
Executive Director
Working Waterfront Coalition

Skip Newberry
President & CEO
Technology Association of Oregon

Erik Cole
Executive Director
Revitalize Portland Coalition

Todd Mustard
Executive Director
NECA

Zach Lindahl
Director of Government Affairs
Multifamily NW

Preston Korst
Director of Government Affairs
Home Building Association of Greater Portland

Makenzie Marineau
Government Affairs Coordinator
Oregon Restaurant & Lodging Association

Brian Hoop
Executive Director
Housing Oregon

Monique Claiborne
President & CEO
Greater Portland Inc.

Oregon
Tina Kotek, Governor

Department of Land Conservation and Development
Director's Office
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Salem, Oregon 97301-2540
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www.oregon.gov/LCD

Council President Peterson
Metro Council
600 NE Grand Ave.
Portland, OR 97232

October 7, 2024

Dear Council President Peterson and Members of Council,

We are writing to you today from our seat on the Metropolitan Policy Advisory Committee (MPAC). The Department of Land Conservation and Development (DLCD) has an *ex-officio*, non-voting seat on the advisory committee. In this role, we are concerned about the amendment process and vote at the MPAC meeting Wednesday, September 24, 2024.

Our understanding of that meeting was that Metro attorney Roger Alfred advised MPAC to vote yes or no on the *2024 Urban Growth Management Decision: Metro Chief Operating Officer/ Staff Recommendations* dated August 26, 2024.

During the course of deliberation, an MPAC member introduced a motion to replace the baseline growth forecast, as recommended by Metro staff and COO, with a high-growth forecast. This would fundamentally alter the analysis, assumptions, and conclusions underlying the COO's recommendation. Despite this, there was very little discussion of the implications of the motion, including its significant departure from the COO's recommendation. Furthermore, MPAC did not recommend to Metro Council the actions the region would need to take to accommodate the housing and employment needs identified in the high-growth forecast.

The motion to recommend Metro Council adopt a high-growth forecast could be problematic for three reasons:

1. A replacement of the baseline forecast with a high growth forecast materially changes the nature of the recommendation. As presented, MPAC's task was not to introduce amendments to fundamentally alter the COO's recommendation, but to approve or disapprove it.
2. As presented to MPAC, the COO's recommendation includes the actions needed to accommodate the baseline forecast. The replacement with a different, higher growth forecast results in a recommendation that no longer provides analysis and actions sufficient to accommodate the identified housing and employment needs. MPAC provided no indication about how Metro Council could resolve this deficit.
3. Staff did not have time to prepare analysis on the implications of the motion. Despite many meetings and hours of discussion and education led by the dedicated staff at Metro, the last minute nature of such a significant motion created confusion and resulted in a vote based on little information.

Regarding the substance of the motion itself: over the past year of meetings, Metro has staff advised MPAC that not only would the high growth forecast be unlikely to occur, it would result in demand different from what would be supplied in Sherwood West. This could present issues of whether a decision using the high growth forecast has an adequate factual base.

MPAC's recommendation to use the high-growth forecast bears little resemblance to the COO's recommendation. MPAC's action would be more appropriately described as a rejection of the COO's recommendation. It would necessitate new analysis, findings and policy direction for meeting the region's resulting housing and employment needs.

We appreciate the complexity of the decision before you. Knowing the seriousness with which you consider the voices of your recommending committees, we wanted to share our perspective about the September 24 MPAC recommendation.

Please feel free to reach out to me, or to our regional representative for Metro, Laura Kelly. I can be reached at (971)701-1584 or Kirstin.Greene@dlcd.oregon.gov. Laura can be reached at (503)978-7587 or Laura.Kelly@dlcd.oregon.gov.

Thank you for your continued stewardship of our region.

Sincerely,



Kirstin Greene, AICP
Deputy Director

CC:
Brenda Ortigoza Bateman, Ph.D., Director
Steven Shipsey, Department of Justice
Gordon Howard, Community Services Division Manager
Laura Kelly, Regional Representative

Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Metro

Minutes

Thursday, October 3, 2024

11:00 AM

Metro Regional Center, Council Chamber,
https://zoom.us/j/615079992 Webinar ID: 615 079 992 or
888-475-4499 (toll free)

Council meeting

This meeting will be held electronically. You can join the meeting on your computer or other device by using this link: https://zoom.us/j/615079992 Webinar ID: 615 079 992 or 888-475-4499 (toll free)

1. Call to Order and Roll Call

Council President Peterson called the Metro Council Meeting to order at 11:00 a.m.

Present: 7 - Council President Lynn Peterson, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, Councilor Gerritt Rosenthal, Councilor Duncan Hwang, and Councilor Ashton Simpson

2. Public Communication

Council President Peterson opened the meeting to members of the public wanting to testify on a non-agenda items.

Seeing none, Council President Peterson moved on to the next agenda item.

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 p.m. the day before the meeting will be provided to the council prior to the meeting. Testimony on non-agenda items will be taken at the beginning of the meeting. Testimony on agenda items generally will take place during that item, after staff presents, but also may be taken at the beginning of the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those wishing to testify in person should fill out a blue card found in the back of the Council Chamber.

Those requesting to comment virtually during the meeting can do so by joining the meeting using this link: https://zoom.us/j/615079992 (Webinar ID: 615079992) or 888-475-4499 (toll free) and using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Public Hearing Continuation for 2024 Urban Growth Management: Chief Operating Officer Recommendations

Council President Peterson opened the meeting to members of the public wanting to testify on the 2024 Urban Growth Management: Chief Operating Officer Recommendations.

NOTE: Testimony at this continued hearing is limited to those three individuals who were unable to testify at the September 26 hearing due to the Zoom link disconnecting

3.1 2024 Urban Growth Management: Public Hearing on Chief Operating Officer Recommendations

Attachments: Staff report
Attachment 1
Attachment 2
Attachment 3

Brian Belairs, MRC: Belairs spoke of his experience as a

realtor and shared relevant statistics, pointing out that Portland home sales have fallen by 40% in the past three years due to a lack of affordability. He urged the Council to approve the Sherwood expansion plan in order to make home ownership feasible again in the region.

Kelly Ritz, Zoom: Ritz described her career as a home builder and developer, which includes conducting business in Sherwood. She stated that the expansion plan would provide much needed housing and that it has been created with extensive community input. Ritz hopes that Council will adopt the plan without additional conditions.

John Rankin, Zoom: Rankin, who has worked as a planner for multiple cities, considers the current Sherwood plan to be well-developed, especially compared to the preceding plan. He asked the Council to approve the entire expansion as a way to solve issues faced by Sherwood and the Metro area in general.

Christine Simonton, Zoom: Simonton has been a community member of both Sherwood and Wilsonville, which she regards as similar cities. She believes the Sherwood plan would create the opportunity for entrepreneurs to improve the economy and diversify jobs related to farming.

Seeing no further discussion on the topic, Council President Peterson moved on to the next agenda item.

4. Presentations

4.1 Regional Housing and Homeless Services Funding: Potential Council

Prioritization

Attachments: Staff Report

Council President Peterson introduced COO Madrigal (she/her) to present to Council.

Staff pulled up the Regional Housing and Homeless Services Funding: Potential Council Prioritization PowerPoint to present to Council.

Presentation Summary:

COO Madrigal reviewed the discussion that Council has had up to this point regarding the future of regional housing and the supportive housing services reforms. This includes expanding affordable housing, addressing service delivery challenges, establishing clear outcomes and metrics, ensuring that stakeholders are engaged in oversight, and involving city governments in any reforms. Madrigal asked for Council to agree or not agree on the desired principles for regional SHS program and to provide feedback and direction on what's important to include in a resolution on this matter.

Council Discussion:

Council President Peterson expressed gratitude for the work that the Councilors have done so far to learn about the avenues available to reduce chronic homelessness. She reiterated that the purpose of the day's discussion was to clarify the principles guiding the Metro council on this issue. Council President Peterson reviewed the five principles, which are 1) developing a regional strategy, 2) empowering local government to improve their services, 3) ensuring local

plans expand upon the SHS program, 4) considering homelessness in broader contexts, and 5) building accountability and a culture of learning.

Councilor Gonzalez began the conversation, stating there is a need for a truly regional program as opposed to three county programs. He also conveyed the importance of collecting feedback from the Stakeholdeer Advisory Table and of Metro providing oversight where individual jurisdictions cannot, in order to achieve KPIs.

Councilor Nolan agreed with Councilor Gonzalez's point that the program needs regional unification. They went on to define regionalism as delivering equal outcomes to all communities served and expressed their desire for specific, future-oriented principles. They added that the rate of homelessness does not reflect the generous funding approved by the electorate.

Council President Peterson noted that some other regions are performing better and that those successes could inform Metro's approach to its own goals.

Councilor Lewis remarked that Metro has done good work thus but is also positioned to recognize the challenges to service delivery. She agreed with Councilor Nolan's point that someone's zip code should not impact the quality of resources available. She then explained that the fifth principle - building accountability and a culture of learning - may need to be split into two principles.

Councilor Hwang raised the possibility of adding a principle on public communication and transparency. He asked how the public could be involved further and what the right access points might be.

Council President Peterson added that this should include people experiencing homelessness who want to help, in the form of co-enrollment.

Councilor Simpson recognized the hard work done those far by providers and staff. He expressed agreement with Councilor Nolan's point about equal service regionwide, and remarked on the importance of separating politics from housing by setting up agencies that extend beyond the current elected leadership. Councilor Simpson added that principles three and four require stronger language to support smaller jurisdictions.

Councilor Rosenthal stated that principle four should include mentions of climate resiliency and sustainability, and principle five should include transparency and education to help the public better understand the causes of homelessness and available services.

Council President Peterson noted that Metro needs more data collection to inform the public and to help counties prioritize regional goals. She summarized regionalism as issues no longer being evaluated within jurisdictional boundaries, increased public outreach, more proactive approaches and collaboration, greater accountability, and

universal accessibility.

Councilor Nolan questioned if the Council had inconsistent ambitions. They clarified their earlier point that they would measure services by the outcomes not by the resources provided.

Councilor Lewis noted that equal resources are important, and some cities currently have no resources or services to offer.

Councilor Nolan agreed with Councilor Lewis but added that the intensity of need is not uniform across the region.

COO Madrigal commented that these two ideas are not in conflict and could both be embodied by a well-defined principle.

Council President Peterson conveyed the need to move communities forward, one step at a time, toward a regional goal and to involve more stakeholders to define that goal.

Councilor Rosenthal stated that each part of the region has unique characteristics and that, while Metro can influence those factors, it cannot control them. He believes that universal distribution of resources will address this issue.

Councilor Gonzalez noted that there is an opportunity to set

SHS goals at the city and council level, in the same way that affordable housing goals are set. He also suggested that the role of law enforcement and court systems should be considered.

Council President Peterson agreed that the list of stakeholders should include public safety. She also proposed that the vision statement should let different types of community members and stakeholders what they should expect.

Councilor Gonzalez asked how Metro provides certainty to SHS providers while creating flexibility. He stated that Metro will need to provide clear guidance about what are allowable expenses under SHS versus what is additive to other spending by cities. Councilor Gonzalez also asked what the greatest need is to meet first as the basis for all other programs.

Councilor Hwang identified the need for a mechanism for resource allocation to provide long-term certainty and predictability. He then mentioned the community's interest in land banking.

Councilor Lewis recognized a need to acknowledge that both housing and services are required to keep people housed. She shared her belief that housing dollars should be leveraged for deepest affordability, including permanent supportive housing.

COO Madrigal suggested that the Council could consider tying the expansion of the fund uses to ensure that they support the overall goal of brief, rare, and nonrecurring homelessness.

Councilor Nolan stated their preference for staff and oversight committees to focus on funding specifics, with Council instead focusing on outcomes. They also noted that the language does not currently specify populations A and B.

COO Madrigal clarified that stakeholders have expressed their desire to focus on population A.

Councilor Nolan suggested a change to the language of principle one, wherein the Council provides expectations for the outcome funds will achieve.

Councilor Simpson expressed general agreement but would like explicit language to require working directly with cities to assist with identifying sites and providing resources.

Councilor Gonzalez shared his wish for preservation to be included as allowable use for the funds and his desire to discuss a regional target for housing production overall and how SHS fits in with the larger goal.

Council President Peterson offered the idea that regional housing production targets could be part of the context that a new governance structure considers. She noted the

importance of carrying forward the lessons of the Metro Housing Bond.

Councilor Lewis proposed that the group consider the lessons learned from the Metro Housing Bond's lease-up policy and its connection to the target population.

Councilor Hwang suggested that Metro provide long-term certainty and described Vienna's housing model of planning ahead for a 20-year supply of affordable housing.

Councilor Gonzalez stated that extending the sunset is important, including long-term financing for housing. He stressed the need to consider the "benefit cliff" and how to gradually transition people away from housing vouchers when feasible.

CCO Marissa Madrigal reminded Council that stakeholders support affordable homeownership but worry that it will detract from those with the greatest housing needs.

Council President Peterson questioned whether a regional plan, which may extend beyond SHS, should discuss the desirability of building generational wealth through homeownership.

Councilor Gonzalez asked how Council could create a culture of collaborative programming but noted that those details may need to be saved for another day.

Councilor Nolan did not agree that homelessness is necessarily a concern beyond 2030. They stated that there would be a concern for stability of housing and affordable housing though.

Council President Peterson clarified that the intent is to state the need for maintaining investments to prevent and address homelessness.

Councilor Nolan replied that any measure to extend the sunset needs a specific statement of results, outcomes, and responsibilities, and they proposed that voters will expect more commitment to specific results.

Councilor Lewis pointed out that there are many people for whom housing stability will depend on continued funding. She agreed with Councilor Nolan that the Council needs to communicate clearly about what goals have been achieved and what the expected results are from a continuation.

Councilor President Peterson added that healthcare costs and integration may also to be considered in the sunset extension plan, as conditions may change.

Councilor Lewis expressed a need to consider the complexity of timelines and the interaction of federal programs as well.

Councilor Rosenthal agreed that homelessness will be an issue that continues beyond 2030 and stated that the language of the third principle does not seem to preclude affordable homeownership programs.

COO Madrigal noted that the current language does not explicitly state a length of proposed extension, which could be for 20 years or more.

Councilor Simpson offered that, from a construction lens, it can take two years to build a project, and the Council should consider as much when determining the length of the extension.

Councilor Gonzalez suggested that the Council consider different scenarios and lengths of extensions to determine possible trade-offs.

Councilor Nolan pointed out that the housing bond continues for 20 years, but the delivery is happening now.

COO Madrigal stated that the length of the extension will affect how vouchers can be used to finance construction.

Councilor Nolan proposed that the Council considers what the length of the extension says about its hope to address the issue of homelessness.

Council President Peterson referred to the third principle

and reminded Councilors that they had previously discussed this point at length. She asked further comment on the matter to be submitted to her directly.

Councilor Nolan spoke about the fourth principle and stated that they prefer the current approach to taxation laid out in the SHS measure.

Council President Peterson asked what the right balance would be between a sunset extension and a rate reduction or indexing.

Councilor Rosenthal suggested that the new governance structure could have a role in evaluating the tax policy at appropriate intervals, including before 2030.

Councilor Gonzalez questioned what the spirit of spending tax dollars “efficiently” means in reality, as the word is subjective.

COO Madrigal raised the issue of an environment of distrust in the government, and she posited that Metro and its partners need to demonstrate an effective use of funding.

Council President Peterson clarified that the language in question is not proposed to be part of the resolution but simply reflects what the Council has heard so far.

Counselor Gonzalez returned to the use of the word "efficiently" and stated that such uses should tie back to the overall goal and be part of a more proactive and forward-looking goal.

Council President Peterson added that SHS is only one part of the entire housing system, but it receives more than its fair share of the housing burden. She requested that the Council focus on what tax rate would adequately support SHS and what could be balanced by a rate decrease on the personal income tax.

Councilor Hwang observed that the current climate regarding revenue will change over the next 20 years; thus, the tax policy should be considered part of the governance structure so that it may flexibly respond to those questions over time.

Councilor Lewis pointed out that Metro has a depth of financial expertise and management, as demonstrated by bonds and other funding measures. She shared her preference for greater understanding of financial management regarding both income taxes over time and other resources, such as housing bonds.

Councilor Rosenthal requested that the final bullet point of the fourth principle be changed to include more explicit language to align with the overall goal.

Councilor Gonzalez suggested that setting goals then

instituting a reduction would be akin to getting punished for doing well. He questioned whether it would be feasible to create an incentive-based approach to considering future changes to tax policies.

Council President Peterson responded that stakeholders desire predictability, continuity of services, and a way to address volatility. She added that future reductions would need to involve implementing partners and wondered what the right length of time would be before a change takes effect.

COO Madrigal noted that the volatility of this revenue source cannot be overstated and that, while a longer period of time can offer stability, there will inevitably be some uncertainty.

Council President Peterson, referring to the fifth principle, identified a desire to ensure there is an adequate level of funding for SHS services. She asked how Council could define the levels of funding available for such a volatile resource.

Councilor Nolan wondered how to explain to voters the extension of the sunset combined with a rate reduction.

Council President Peterson highlighted the distinction between more revenue collected over time with the sunset extension versus responding to voter input about the income tax burden on a yearly basis.

Councilor Gonzalez raised again the idea of using buckets, similar to the VFIGA, where funds are prioritized during distribution. He emphasized the importance of providing predictability when possible and stated that such an approach can and should communicate Metro's values and priorities.

Council President Peterson shared the perspectives of county chairs and finance teams that volatility makes it difficult for counties to budget for unanticipated revenue collection. She stressed the need to create a benefit for the counties regarding predictability, if possible.

Councilor Lewis noted that the original measure included a requirement of reserves to stabilize available revenue over time. She suggested that the Council consider whether counties should forecast their budgets one year at a time, based upon the prior year's collections.

COO Madrigal remarked that with fiscally conservative budgeting, expectations can be set with an understanding that one-time or short-term investments may be used in the future to provide stability.

Councilor Hwang acknowledged that the areas and people with the greatest needs currently have the least resources, which the Council ought to account for. He emphasized the need for Council to set clear expectations around reserves for Metro and its partners, and he suggested that less

volatile revenue streams be incorporated into SHS.

Councilor Rosenthal wondered whether there would be a fixed amount or formulaic amount of funding given to the counties and, if the former, would that be indexed over time.

Councilor Nolan recognized that the Council has spoken at length about regional program but noted that the different parts of the region will develop at different speeds. They highlighted the difficulty of funding divisions given that context.

Council President Peterson agreed and suggested that this be built into the goal-setting process, along with creating best practices for budgeting with a volatile revenue stream and defining proactive, outcome-based budgeting.

Council President Peterson proposed a sixth principle to develop a plan that coordinates with other housing needs and strategies to reduce the inflow of individuals to housing instability. She brought up Cascadia Innovation Corridor and stated that housing is a top concern for the entire Pacific Northwest.

Councilor Nolan replied that this topic should be saved for a future work session.

5. Chief Operating Officer Communication

Marissa Madrigal provided an update on the following events or items:

- COO Madrigal congratulated Council and WPEZ on the release of the draft system facilities plan for solid waste facilities, which is now available for public comment.
- The Gresham Habitat for Humanity ReStore is offering a free sharpening event on October 5th from 12pm to 3pm.
- The Parks and Nature department is hosting a guided bike ride, The Salmon Life Cycle, on October 6th.

6. Councilor Communication

Councilors provided updates on the following meetings and events:

- Council President Peterson mentioned that there is an opportunity for Tracy Loh to speak at an upcoming meeting.

7. Adjourn

There being no further business, Council President Peterson adjourned the Metro Council Meeting at 1:00 p.m.

Respectfully submitted,

Nicholas Cooley

Nicholas Cooley, Legislative Assistant

Council meeting agenda

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Thursday, October 3, 2024 **10:30 AM** **Metro Regional Center, Council Chamber, https://zoom.us/j/615079992 Webinar ID: 615 079 992 or 888-475-4499 (toll free)**

This meeting will be held electronically. You can join the meeting on your computer or other device by using this link: https://zoom.us/j/615079992 Webinar ID: 615 079 992 or 888-475-4499 (toll free)

1. Call to Order and Roll Call

2. Public Communication

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 p.m. the day before the meeting will be provided to the council prior to the meeting. Testimony on non-agenda items will be taken at the beginning of the meeting. Testimony on agenda items generally will take place during that item, after staff presents, but also may be taken at the beginning of the meeting.

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3. Public Hearing Continuation for 2024 Urban Growth Management: Chief Operating Officer Recommendations

NOTE: Testimony at this continued hearing is limited to those three individuals who were unable to testify at the September 26 hearing due to the Zoom link disconnecting

3.1 2024 Urban Growth Management: Public Hearing on Chief Operating Officer Recommendations 24-6123

Attachments: Staff report
Attachment 1
Attachment 2
Attachment 3

4. Presentations

4.1 Regional Housing and Homeless Services Funding: Potential Council Prioritization 24-6139

Attachments: Staff Report

5. Chief Operating Officer Communication

6. Councilor Communication

7. Adjourn

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act , Section 504 of the Rehabilitation Act and other statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit oregonmetro.gov/civilrights or call 503-797-1890. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1890 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. Individuals with service animals are welcome at Metro facilities, even where pets are generally prohibited. For up-to-date public transportation information, visit TriMet's website at trimet.org

Thông báo về sự Metro không kỳ thị của

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January 2021

3.1 Public Hearing Continuation for 2024 Urban Growth Management: Chief Operating Officer Recommendations

2024 Urban Growth Management: Public Hearing on Chief Operating Officer Recommendation

NOTE: Testimony at this continued hearing is limited to those three individuals who were unable to testify at the September 26 hearing due to the Zoom link disconnecting

Metro Council Meeting
Thursday, October 3, 2024

2024 URBAN GROWTH MANAGEMENT:
PUBLIC HEARING ON CHIEF OPERATING OFFICER/STAFF RECOMMENDATIONS

Date: September 9, 2024
Department: Planning, Development, and Research
Meeting Date: September 26, 2024

Prepared by: Laura Combs, Associate Regional Planner
laura.combs@oregonmetro.gov
Presenter(s): Marissa Madrigal, COO; Ted Reid; Eryn Kehe (Metro Planning, Development, and Research)
Length: 60 minutes

ISSUE STATEMENT
The region's urban growth boundary (UGB) delineates urban and rural uses and is a tool for ensuring thoughtful and efficient growth patterns. The Metro Council is required by state law to – at least every six years – determine whether the UGB has adequate land for expected housing and job growth. The Metro Council last made this determination in December 2018 and is scheduled to do so again by the end of 2024. The Metro Council has directed staff to proceed with an approved work program and requested periodic updates.

Over the course of the year, staff has presented preliminary results for the demographic and economic regional forecast and the capacity analysis. These elements of the Urban Growth Report estimate how many people may live or work in the region over the next 20 years and if the land inside the existing UGB is sufficient to accommodate their homes and places of employment. The draft 2024 Urban Growth Report (UGR), released for discussion at the Metro Council's July 9, 2024 work session, is the analysis that supports the Metro Council as it determines if there is a demonstrated regional need for a UGB expansion.

For the 2024 urban growth management decision cycle, Metro received one proposal from the City of Sherwood to expand the UGB to include the 1,300-acre Sherwood West urban reserve area. If Metro Council determines more land is needed in the UGB to support the next 20 years of growth, they will also determine how Sherwood's proposed expansion will accommodate the needs described in the Urban Growth Report.

A public comment survey was available from July 9 – August 22 to collect feedback on the draft UGR and the Sherwood West expansion proposal. The public comment summary report and the final UGB Youth Cohort report were available for Council review before this public hearing.

A key part of the Council's decision-making process is consideration and discussion of the Chief Operating Officer/Staff recommendations. These recommendations include a point of view about where to fall in the housing and employment capacity gap ranges provided within the Urban Growth Report and a recommendation about the proposed expansion area.

At the September 12 work session, the Metro Chief Operating Officer (COO) and staff summarized the key elements of the recommendations and answered questions about the next steps for the Council's growth management decision. MTAC, MPAC, and CORE have provided their recommendations in response to the COO/Staff Recommendations, and those statements will be presented for consideration during this public hearing.

ACTION REQUESTED
Metro Council considers the 2024 COO/Staff recommendations, public testimony, the public comments received during the public comment period, and the recommendations from MPAC and CORE.

Staff requests that the Metro Council provide it with direction on its intended growth management decision and conditions of approval at its October 8, 2024 work session.

IDENTIFIED POLICY OUTCOMES
State law and regional policies lay out an intention to make efficient use of land inside the UGB and to only expand the UGB if there is a demonstrable regional need to accommodate expected housing or job growth. The Metro Council makes this growth management decision for the region after significant engagement. To ensure that areas added to the UGB are ready for growth, it is the Metro Council's policy to only expand the UGB in urban reserves that have been concept planned by a city or a county. Metro provides grant funding for local jurisdictions to complete concept planning. Metro Council will decide if there is a regional need for land to support demand for housing and jobs and if the UGB will be expanded to include the proposed Sherwood West urban reserve area. If so, the Council will determine conditions of approval to be placed on the expansion area.

POLICY QUESTION(S)
- What is the Council's determination regarding the COO/Staff Recommendations?
- Does the Council have any direction for staff regarding next steps for its decision process, including guidance on potential conditions of approval?

POLICY OPTIONS FOR COUNCIL TO CONSIDER
The Council may respond to the 2024 COO/Staff Recommendations with direction on:
- The identified regional need, shown through housing and employment land capacity gap ranges
- The topic areas for potential conditions of approval, and more specific details on possible conditions

STAFF RECOMMENDATIONS
- Staff recommends Metro Council consider the COO/Staff Recommendations and provide guidance on the next steps of the decision-making process at its October 8, 2024 meeting.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION
Regional urban growth management decisions have long been one of the Metro Council's core responsibilities. The Metro UGB – first adopted in 1979 – is one of Metro's tools for achieving the 2040 Growth Concept's vision for compact growth, thereby protecting farms and forests outside the UGB and focusing public and private investment in existing communities. These are all key to reducing greenhouse gas emissions and expanding housing options.

The UGB is just one policy tool, however, and must be accompanied by other policies, partnerships, and investments to make good on the 2040 Growth Concept and to address challenges like housing affordability, displacement, houselessness, and economic development. Often, growth management processes provide a venue for identifying the need for new initiatives.

Metro strives for transparency in its growth management work, which can be challenging given its highly technical aspects. The 2024 decision will provide opportunities for interested parties to inform and understand the many technical and policy aspects of this work. Those opportunities include, not only standing advisory committees, but also groups formed for this decision process such as the UGR Roundtable, the Land Use Technical Advisory Group, the regional forecast expert review panel, and the Youth Cohort.

BACKGROUND
At its March 7, 2023 work session, the Council directed staff to begin implementing the work program for the 2024 urban growth management decision. Staff have returned periodically to update the Council on the progress of key components of the work program.

ATTACHMENTS

- Is legislation required for Council action? x Yes □ No
- If yes, is draft legislation attached? □ Yes x No
- What other materials are you presenting today?
    - 2024 Urban Growth Management: Metro Chief Operating Officer/Staff Recommendations
    - 2024 Urban Growth Management Decision: Public comment report
    - 2024 Urban Growth Management: Youth Cohort final report

2024 Urban Growth Management Decision: Metro Chief Operating Officer/Staff Recommendations

August 26, 2024

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TABLE OF CONTENTS

LIST OF ACRONYMS I
A DELIBERATE APPROACH TO GROWTH 1
ADAPTING AND IMPROVING OUR GROWTH MANAGEMENT PROCESS 2
CITY OF SHERWOOD READINESS 3
THE REGION NEEDS MORE HOUSING OF ALL TYPES 5
REGIONAL NEED FOR UGB EXPANSIONS FOR HOUSING 5
PLANNING FOR JOB GROWTH 7
NEED FOR LARGE INDUSTRIAL SITES TO ACCOMMODATE HIGH-TECH MANUFACTURING GROWTH 7
ADDITIONAL LANDS TO SUPPORT COMMERCIAL JOB GROWTH 8
POTENTIAL UGB CONDITIONS OF APPROVAL 8
ADDITIONAL RECOMMENDATIONS 9
Improve how we assess equity in growth management decisions 9
Consult with Tribes 9
Revise how we accounted for slopes on employment lands 10
Update the region's vision for its future 10
PUBLIC COMMENTS 11
TIMELINE (SUBJECT TO CHANGE) 12
ATTACHMENT 1: HOUSING CAPACITY, NEED, AND DEFICIT ASSUMPTION DETAILS 13

LIST OF ACRONYMS

The following is a list of acronyms used throughout this document.

COO: Metro Chief Operating Officer
CORE: Committee on Racial Equity
MPAC: Metro Policy Advisory Committee
MTAC: Metro Technical Advisory Committee
UGB: urban growth boundary
UGR: Urban Growth Report

A DELIBERATE APPROACH TO GROWTH

Under Oregon state land use law, the Metro Regional Government ("Metro") is charged with making decisions about whether to expand the urban growth boundary (UGB) in the greater Portland region. This communication from Metro's Chief Operating Officer contains the staff recommendation to the Metro Council regarding the need for a UGB expansion and the City of Sherwood's 2024 proposal to address that need.

The urban growth boundary has long been one of Metro's most important tools for focusing the development of new homes and businesses in existing downtowns, main streets, and employment areas. Residents of the region have told us time and again to hold this priority: make the most of the land inside the boundary so that outward growth on the urban edge only happens when it is necessary and provides benefit for the entire region. This deliberate approach is crucial for strengthening existing communities, protecting farms and forests, and reducing greenhouse gas emissions.

According to state law, Metro is required to make a decision about whether to expand the UGB at least every six years. In making these decisions, Metro must provide up-to-date information about demographics, population and employment growth, development trends, and estimates of buildable land inside the UGB. This thorough assessment of whether there is a regional need for expanding the UGB is not only required by law – it is central to the greater Portland region's identity. When new growth occurs at the edges of the urban growth boundary, it should be necessary, planned, and deliberate.

Today, the greater Portland region is facing a housing shortage crisis. In addition, there is agreement across the region that attracting more family-wage industrial jobs will help our communities thrive. However, it is also clear that simply providing more land won't necessarily result in jobs and housing. Experience has shown that certain conditions must be in place to ensure that UGB expansion areas produce housing and jobs in a near term time frame. Time and time again we have seen that development occurs successfully where there is a commitment from city leaders and community members, where there is a plan for paying for needed infrastructure, and where there is market demand. If these ingredients aren't present, new urban growth is extremely slow if it happens at all.

For those reasons, in 2010 the Metro Council adopted a policy to only expand the UGB into urban reserve areas that have been concept planned by a local government and that demonstrate readiness to be developed. In the current 2024 UGB cycle, the City of Sherwood is the only city that has prepared a concept plan and proposed a UGB expansion, and they have shown that these elements are in place. Sherwood's readiness for new urban growth provides an opportunity to address the regional land needs identified in the draft 2024 Urban Growth Report (UGR).

Consequently, Metro staff recommend that the Metro Council consider expanding the UGB to include the Sherwood West urban reserve. Staff further recommend that the Council consider placing conditions on this expansion to ensure that the land is used efficiently and will support regionally identified needs. These conditions could reinforce the City of Sherwood's concept plan for the expansion area by improving housing affordability and protecting industrial lands so that they produce well-paying jobs in the manufacturing sector.

The information that follows sets out the reasoning behind this recommendation and lays the groundwork for the Metro Council to consider potential conditions of approval.

ADAPTING AND IMPROVING OUR GROWTH MANAGEMENT PROCESS

Our region's deliberate approach to growth has paid dividends for people who call this region home by helping to maintain a unique connection to nature and a high quality of life. However, as the world changes, our approach to managing growth must change too. In response to evolving needs and conditions over the years, Metro and its partners have collaborated to make improvements to the urban growth management process such as:

- Working with our regional partners to identify designated urban reserves and rural reserves that provide certainty about where the UGB may or may not be expanded over the coming decades.
- Using a 'range' forecast to acknowledge that there is inherent uncertainty in estimating future growth over the next 20 years.
- Encouraging more timely housing and business development in UGB expansion areas by requiring that a local jurisdiction complete a concept plan for an urban reserve before the area is brought into the boundary.
- Providing grant funding to cities to support local concept planning and comprehensive planning efforts.
- Adopting a fast-track expansion process for adding large industrial sites to the UGB to respond to near term opportunities.
- Providing an off-cycle UGB amendment process to address unanticipated non-residential land needs such as those identified by school districts.
- Creating a mid-cycle UGB process to be responsive to city proposals for addressing unanticipated residential land needs between the designated 6-year scheduled approval process.
- Clearly specifying in Metro's Code the factors that cities must address in UGB expansion proposals.
- Completing a land exchange in 2023 that brought concept planned land within an urban reserve inside the UGB and removed unplanned land to ensure more of the land inside the UGB will produce housing.

- Continually improving technical analyses to reflect new practices, including how to forecast redevelopment potential and estimate current and future housing needs.
- Examining regional needs for industrial lands with specific site characteristics and applying that information to evaluate expansion proposals.
- As with the forecast, using a range of estimates to acknowledge the inherent uncertainty in predicting growth capacity within the UGB.
- Increasing transparency by convening the 2024 Urban Growth Report Roundtable, comprised of diverse expertise and interests.
- Elevating youth perspectives and building future leaders by convening a UGB Youth Cohort in 2024.

One of the characteristics that makes our region unique is our ability to collaborate and work together to adapt and modernize our systems to respond to changing conditions.

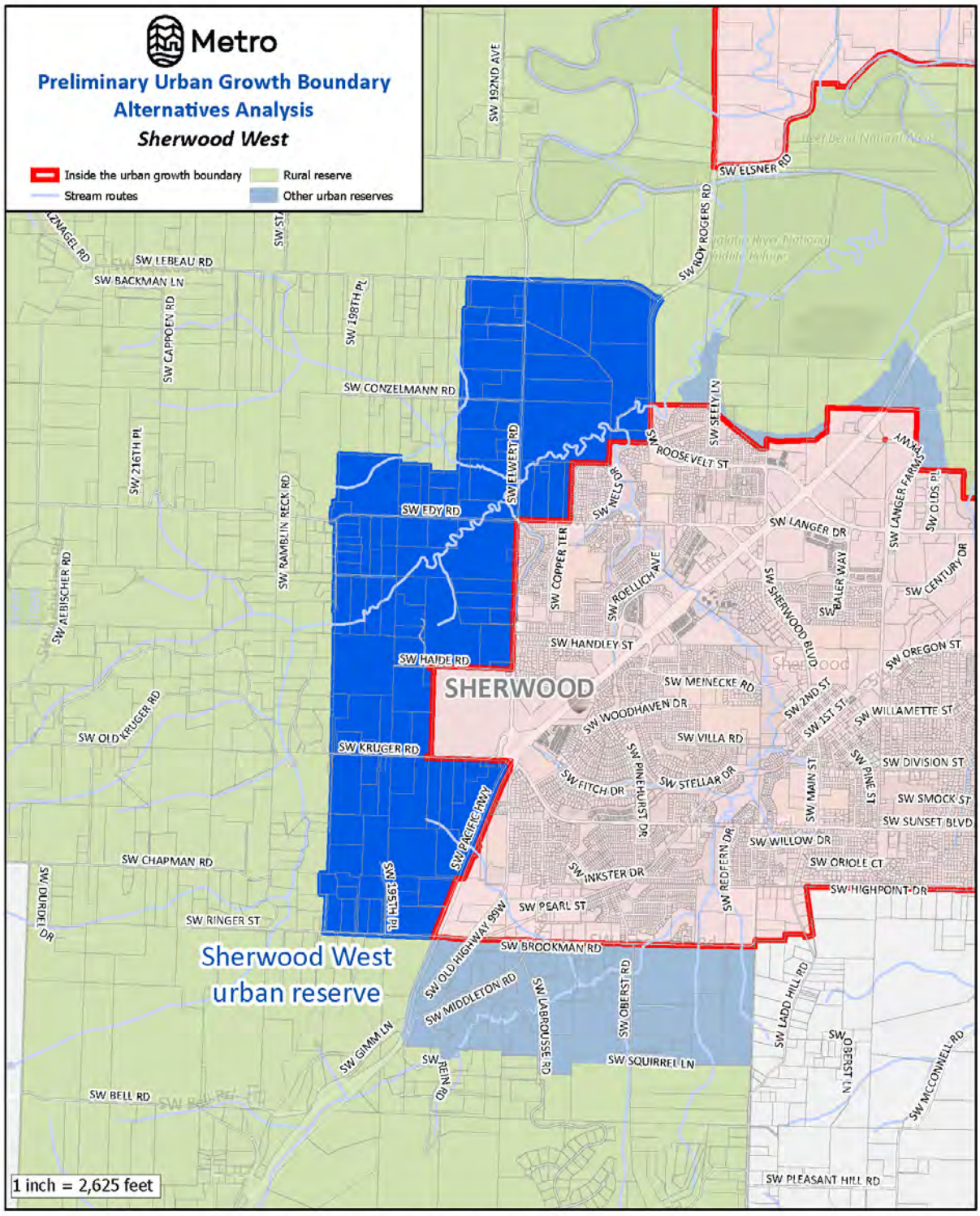
CITY OF SHERWOOD READINESS

Based on the draft 2024 Urban Growth Report (UGR) in addition to discussions at the Metro Council, MPAC, MTAC and the Urban Growth Report Roundtable as well as comments received during the public comment period, Metro staff believe there is a regional need to expand the UGB to provide more land for housing and job growth. Staff also encourage the Metro Council to set clear expectations for areas added to the boundary, so the expansion addresses not just local interests, but regional needs.

The City of Sherwood has completed extensive work to propose a UGB expansion for the Metro Council's consideration. The expansion proposal indicates that Sherwood is ready to take meaningful steps toward getting homes and businesses built in the proposed UGB expansion area. The Sherwood West Concept Plan includes proposed land uses to support up to approximately 5,500 housing units and 4,500 jobs. For those reasons, staff recommend that the Metro Council consider expanding the region's UGB to include the Sherwood West urban reserve.

Considerable work remains if the Metro Council chooses to add this area to the UGB. As part of this recommendation, staff encourage the Council to identify conditions ensuring that land added to the UGB will address a range of housing needs and provide industrial sites likely to attract family wage manufacturing jobs.

Figure 1: Recommended UGB expansion in the Sherwood West urban reserve



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The following pages of this report describe additional considerations that inform this staff recommendation.

THE REGION NEEDS MORE HOUSING OF ALL TYPES

It is well known that there is a national housing shortage, as well as housing shortages in Oregon and in the greater Portland region. This is reflected in housing prices and rents that remain high and in the growing number of people experiencing housing instability or houselessness. With the expectation that population growth will continue in our region – irrespective of the rate of that growth – we need more housing to be built.

The vitality of every community depends on having a diverse range of people from all backgrounds doing a broad range of work: teachers, contractors, daycare providers, nurses, and grocery store workers to name a few. As home prices rise and demand outstrips supply, we need to do more to provide housing opportunities for these essential workers in every community. Likewise, we need to provide housing options that suit people from all life stages: students seeking rental housing, growing families that need an additional bedroom, retirees seeking to downsize but remain in their community.

The primary question addressed by the Urban Growth Report is not just whether more housing is needed but whether there is enough space inside the existing UGB to meet that need. Land already available within the UGB provides opportunities for a diverse range of housing. The region's track record, as documented in the 2024 UGR, shows that there is considerable market demand for urban housing close to transit, services, and amenities. Recent statewide allowances for 'middle housing' such as townhouses and duplexes are producing results, and we expect that more of these housing options will be provided in the future.

The draft UGR also indicates that, depending on our assumptions about the future, there is potentially a need for additional land to meet the region's need for additional housing. As we consider bringing new areas into the UGB, we must make sure those areas will address the needs of a wide variety of households.

REGIONAL NEED FOR UGB EXPANSIONS FOR HOUSING

Under state law, the UGB can only be expanded when there is a demonstrated regional need for additional capacity to accommodate the next 20 years of forecasted growth. The analysis in the draft 2024 UGR's range of growth estimates shows that the Metro Council has the latitude to determine that a need for more land exists.

Housing capacity

The draft 2024 UGR describes a range of possible housing growth capacity currently available within the urban growth boundary. The specific amount of housing capacity available within that range depends on expected market conditions and development responses. Consistent with the recommendation to plan for the baseline forecast described in the following

paragraph, staff recommend capacity assumptions that fall within the middle of the ranges established in the draft 2024 UGR.

For the 2024 growth management decision, staff recommend that the Metro Council base their decision on a finding that there is capacity inside the UGB for 175,500 additional homes. Details about that assumed growth capacity can be found in Attachment 1 to this recommendation and in the draft 2024 UGR.

Household forecast and capture rate

As a basis for this growth management decision, staff recommend that the Metro Council plan for the baseline forecast for the seven-county Metropolitan Statistical Area (MSA) for the 2024 to 2044 period. The baseline forecast describes the most likely amount of growth for the region. This means planning for approximately 315,000 more people and 203,500 more households in the MSA.

The UGB "capture rate" is used to describe the share of seven-county household growth that is expected to occur in the Metro UGB. For discussion purposes, the draft 2024 UGR scenarios assumed a 70 percent UGB capture rate. Staff have heard partner opinions and share optimism that the region will regain its reputation as an attractive place to live and work. Staff therefore recommend that the Metro Council consider planning to accommodate slightly more than 70 percent of the MSA's household growth in the Metro UGB.

Notwithstanding recent declines after the pandemic-induced recession, this would represent a continuation of the historic upward trend in Metro's UGB capture rate for household growth. Adding the Sherwood West urban reserve to the UGB can provide a means of achieving this slightly higher capture rate by attracting household growth that may otherwise occur outside of the Metro UGB.

Staff recommend that the Council plan for 176,500 to 180,800 additional homes in the Metro UGB to meet current and future housing needs. Additional details about how those numbers are derived can be found in Attachment 1 and in the draft 2024 UGR.

Housing capacity deficits

Comparing UGB housing growth capacity (175,500 homes) and housing needs (176,500 to 180,800 additional homes) indicates a potential deficit of capacity for 1,000 to 5,300 homes. Additional details about those deficits can be found in Attachment 1.

Depending on the mix of housing it includes, the Sherwood West urban reserve could meet the range of identified regional housing capacity deficits. The adopted Sherwood West Concept Plan describes a range of 3,117 (9.2 dwelling units/acre) to 5,582 (16.4 dwelling units/acre) homes.

PLANNING FOR JOB GROWTH

Future job growth requires more workers to fill those jobs. This means that our job growth forecast should be generally consistent with our expectations for population growth. Consequently, as with population and household growth, staff recommend planning for the baseline employment forecast, which estimates the most likely growth scenario.

Today, there are approximately 1,261,200 jobs[1] in the seven-county MSA. Staff recommend planning for an increase of approximately 110,000 jobs, for a total of 1,371,400 jobs in the MSA by the year 2044.

Based on long-term trends, staff recommend planning for 75% of the new MSA-level jobs in the Metro UGB.[2] Today, there are approximately 996,600 jobs in the Metro UGB. By 2044, an additional 82,500 new jobs are anticipated, for a total of 1,079,000 jobs within the Metro UGB.

NEED FOR LARGE INDUSTRIAL SITES TO ACCOMMODATE HIGH-TECH MANUFACTURING GROWTH

Using the baseline employment forecast, the draft 2024 UGR identifies a surplus of 4,550 acres of industrial land in the region. However, as also explained in the draft UGR, most of the region's industrial land supply consists of smaller parcels with an average lot size of 3.8 acres and a median lot size of 1.7 acres. Although these smaller industrial spaces are in demand, they cannot serve the needs of the entire industrial market. The draft UGR describes a shortage of larger industrial sites for the expansion of existing businesses and recruitment of companies from outside the region; in particular, there is a lack of unconstrained parcels with relatively flat slopes and proximity to transportation facilities that could be aggregated into larger 50+ acre industrial sites.

The 2022 Oregon Semiconductor Taskforce Report identified a statewide need for four sites of 50 to 100 acres suitable for high tech manufacturers. As described in the draft UGR, the greater Portland region is the heart of the state's high-tech economy; however, the current regional inventory does not include enough industrial sites with characteristics that are suitable for addressing this need.

High tech manufacturing has become a major focus of incentive programs from the federal government designed to increase domestic production of critical technologies. Our region has significant competitive advantages in designing and manufacturing technologies to help adapt to and mitigate climate change and improve global connectivity. Staff analysis indicates that our region lacks enough available and unconstrained sites of sufficient size, slope, and proximity to

[1] These figures are for non-farm jobs because the task of growth management decisions is to estimate land need for urban uses.

[2] The draft 2024 UGR employment land demand analysis incorporates different UGB capture rates for different sectors. 75% is the historic UGB capture rate for the 1979-2022 period across all non-farm sectors.

existing transportation facilities and high-tech manufacturing clusters to allow for growth of these critical industries over the next 20 years. A lack of available sites would be a limiting factor in our region's ability to take advantage of historic incentives to support economic development.

Under Statewide Planning Goal 14, Metro is authorized to expand the UGB onto land that is suitable to meet a particular identified need based on specific site characteristics. Staff recommend that, based on the necessary site characteristics described above, the Metro Council address a need for two 50+ acre sites by expanding the UGB to include the mixed employment area in the north end of the Sherwood West concept plan. Staff further recommend that the Metro Council consider conditions of approval to protect these important large sites to help ensure that they will address the identified need.

ADDITIONAL LANDS TO SUPPORT COMMERCIAL JOB GROWTH

The draft 2024 UGR identified a baseline deficit of 320 buildable acres to support expected commercial job growth. Sherwood has included at least 135 acres for commercial employment in its concept plan. Staff recommend that the Metro Council address the commercial land need described in the UGR by expanding the UGB to include the Sherwood West urban reserve. The remaining deficit beyond that addressed by a potential expansion is within the margin of error for a long-range land need analysis. To the extent that there may be additional demand for commercial land, staff expect that demand would be addressed through additional redevelopment.

POTENTIAL UGB CONDITIONS OF APPROVAL

With the goal of expanding housing choices and reducing housing costs, protecting industrial sites, and continuously improving engagement for planning efforts, staff recommend that the Council consider conditions on the proposed UGB expansion. The bullets below provide suggestions for several topics that could be addressed by conditions of approval. Generally, these recommended conditions reinforce the work that the City of Sherwood has done in its Sherwood West Concept Plan. For example:

- In order to achieve a mix of housing types, the Metro Council could establish an expectation for a minimum number of homes. This could fall within the range proposed by the City of Sherwood's adopted Sherwood West Concept Plan (base density of 9.2 units per acre to a maximum density of 16.4 units per acre). The difference between these reflects the actualization of "missing middle" housing allowed by HB 2001 (2019). The city of Sherwood would determine housing mix details in their comprehensive planning process.
- The greater Portland region is in an affordable housing crisis. We need more housing options for people who make less than the region's median income (currently $116,900 for a family of four). Sherwood elected officials and staff have expressed an interest in

creating opportunities to live and work in their community. That will require us to work together to ensure housing affordability and not just leave it up to the market. The Metro Council could set out conditions to guide this work.

- Staff's recommendation to create and protect large industrial sites is intended to achieve widely shared goals to grow our region's high-tech manufacturing sectors. The Metro Council could consider specific goals or restrictions to make sure this happens.
- Creating inclusive communities means bringing a variety of perspectives into the planning process. Staff recommend a broad-based approach to community engagement that goes beyond collecting input from those who currently live near the expansion or those who have typically engaged in city planning – and include community members and Community Based Organizations representing historically marginalized groups. Staff also recommend inviting interested Tribes to engage in the city's planning processes.

ADDITIONAL RECOMMENDATIONS

Improve how we assess equity in growth management decisions

For many years, Metro has had the goal of addressing racial equity in its work, including urban growth management decisions. We've tried several approaches including:

- Using the Regional Equity Atlas to provide decision makers with contextual information.
- Requiring cities proposing expansions to describe how they are working to advance racial equity.
- When we've expanded the UGB, requiring and supporting cities in conducting broad-based community engagement for their comprehensive planning.
- Assessing equity outcomes in past UGB expansion areas.

In keeping with our tradition of always seeking to learn and do better, staff recommend that Metro Council direct staff to work with its advisory committees to identify possible amendments to Title 11 of the Urban Growth Management Functional Plan to require local governments to complete equity assessments when concept planning for new urban areas.

Consult with Tribes

Tribes are independent sovereigns with inherent powers of self-government and relationships with the U.S. government that derive from treaties, federal law and executive orders. These Federal-Tribal relations are political and do not derive from race or ethnicity. Treaties are listed among the elements that make up "the supreme law of the land" under Article VI of the U.S. Constitution.

The lands now known as the greater Portland metropolitan area are part of the aboriginal homelands, traditional use areas and trade networks of numerous Tribes. For millennia, Indian people resided throughout the Willamette Valley and along the Willamette and Columbia Rivers

and their tributaries in traditional villages, permanent communities and seasonal encampments. The relationship of Tribes, their lands and interests extend from time immemorial to the present day and beyond. Each Tribe's interests are distinct. These interests may overlap and intersect with the urban growth boundary in various ways.

Metro and other local governments need to do a better job of consulting with Tribes on growth management and land use issues that have the potential to impact tribal interests and priorities such as treaty rights, the protection of sensitive cultural resources, or enhancing the welfare of tribal members residing in urban areas off reservation. For that reason, staff recommend that Metro Council direct staff to work with interested Tribes, Metro's Tribal Affairs program and its advisory committees to identify possible amendments to Title 11 of the Urban Growth Management Functional Plan to require local governments to consult with Tribes when concept planning and comprehensive planning new urban areas. Staff also recommend that Metro identify opportunities to ensure and improve Metro's Urban Growth Report technical analyses are inclusive of relevant tribal priorities, expertise, and data sets.

Revise how we accounted for slopes on employment lands

Recent discussions at the UGR Roundtable and the Metro Policy Advisory Committee (MPAC) have raised questions about the assumptions staff make when inventorying buildable employment lands. We have heard questions about our assumed thresholds for steep slopes and whether some of those lands are viable for development.

Based on their professional expertise and review of other jurisdiction's work, Oregon Department of Land Conservation and Development staff have recently advised Metro to use a 10% slope threshold when inventorying buildable employment lands. Staff will revise the UGR analysis of employment land capacity to follow that advice. That revised analysis will be included in the final UGR presented for Metro Council adoption later this year.

Using this more conservative slope threshold does not change the analysis in the draft 2024 UGR that the baseline forecast indicates there is enough industrially-zoned land inside the UGB to match generally expected job growth, at least before assessing a more specific need for additional land with particular site characteristics. Most importantly, it doesn't change the fact that we collectively need to focus on the investments and actions necessary to make sure more of these employment lands are shovel-ready to capitalize on economic development opportunities. That includes necessary regional discussions about site aggregation, brownfield remediation, infrastructure financing, zoning changes, incentive programs and more.

Update the region's vision for its future

Our region had the foresight 30 years ago to adopt the region's Future Vision and 2040 Growth Concept. These long-range plans helped guide how greater Portland has responded to population growth in a way that reflects shared community values. The Growth Concept has

served us well and has positioned us to address the challenges of climate change and racial equity, but we know there's more work to be done to prepare for these and other future issues.

A lot has changed since the region adopted the Future Vision and the 2040 Growth Concept. Staff will bring a work program to Metro Council to renew the Future Vision and 2040 Growth Concept in Fall 2024. This work will help address many, though not all, topics and potential actions that came up while developing this urban growth management recommendation.

This work program should include an assessment of how these existing plans have performed for the region's residents: what has worked well or turned out as envisioned, and where there is still work to do or turned out differently from the vision. While we believe the fundamentals of the Vision and Growth Concept are still relevant, it is essential to demonstrate this through study.

Planning for 25 and 50 years in the future also requires understanding where today's trends may potentially take the region. The work program should include investigation of how climate change, demographics, technology, and other topics will change in the coming decades and how visioning can prepare the region to adapt to these shifts.

The updates of these long-range plans must also capture topic areas not currently addressed in the 1995 versions of these documents that are of greater importance and interest today. These include, but are not limited to: racial equity, climate resilience and adaptation, arts and culture, anti-displacement strategies, and Tribal relations. Updates must also address how Metro's purview has changed since 1995 to encompass major roles in the region's housing and parks and natural areas.

PUBLIC COMMENTS

Metro held a public comment period from the release of the draft UGR on July 9 through August 22. 349 survey responses were received during this period. We heard a variety of viewpoints about the draft Urban Growth report and the City of Sherwood's expansion proposal. Themes from comments about the expansion proposal include:

- Optimism about future growth potential, including the potential for a resurgence of high-tech manufacturing
- Interest in more housing and job opportunities in Sherwood, including housing choices for seniors, young families and other demographic groups
- Concern about the impacts of a potential UGB expansion on traffic, with the lack of transit options available in Sherwood
- Concern about impacts on farmland and agricultural activities
- Importance of housing affordability
- Concern about impacts on the environment and climate change
- Concern about impacts of new development on existing public infrastructure leading to tax increases for current residents
- Concern about potential impacts on schools

- Recommendation to use land within the UGB before expanding

We also received input about the methodology of the draft UGR. Themes include: suggestions for different approaches to the buildable land inventory, population projections, and density estimates.

These comments highlight the variety of issues that need to be balanced by the UGR. While this staff recommendation does not address every technical topic raised, it acknowledges that the UGR is a point-in-time document that seeks to balance interests and provide a reasonable range of estimates for the Metro Council to determine whether to expand the UGB and accept the City of Sherwood's proposal.

TIMELINE (SUBJECT TO CHANGE)

August 26, 2024:	Release COO recommendation
August 28, 2024:	MTAC discussion of COO recommendation and public comment themes
September 5, 2024:	Council work session on COO recommendations and public comment themes; (*full public comment summary provided at Council meeting*)
September 11, 2024:	MPAC discussion of COO recommendation and recommendations to Council; request any final MTAC advice
September 18, 2024:	MTAC advice to MPAC, if requested
September 19, 2024:	CORE recommendation to Council
September 25, 2024:	MPAC recommendation to Council
September 26, 2024:	Council holds public hearing on COO recommendations
October 8, 2024:	Council provides direction to staff at work session
November 21, 2024:	Council first reading of ordinance; public hearing
December 5, 2024:	Council second reading of ordinance; decision

ATTACHMENT 1: HOUSING CAPACITY, NEED, AND DEFICIT ASSUMPTION DETAILS

The tables below include specific numbers, but long-term estimates cannot be expressed this precisely. For that reason, the final totals are rounded to the nearest hundred.

Table 1: Recommended housing capacity assumptions (Metro UGB, 2024-2044)

	UGB Capacity Assumptions (number of homes)			
	single-detached	middle housing	multifamily	Total
Vacant land (larger mix of single-unit detached)	34,944	13,228	42,970	91,142
Redevelopment (Baseline)	12,292	11,727	24,382	48,400
Concept plan areas and planned development on vacant land	9,096	6,662	4,138	19,896
Other planned redevelopment	135	172	9,830	10,137
Office-to-residential conversion (baseline)	-	-	1,000	1,000
ADUs and middle housing conversion/infill (low)	-	4,955	-	4,955
Total UGB capacity (rounded)	**56,500**	**36,700**	**82,300**	**175,500**
Capacity housing mix	32%	21%	47%	100%

Table 2: Recommended Metro region current and future housing need assumptions (2024-2044)

7-county MSA baseline household growth (2024-2044)	203,530
Future household growth in Metro UGB (70% to 72% Metro UGB capture)	142,500 to 146,500
Add 5% vacancy rate (to convert future households to homes)	7,100 to 7,400
Subtotal of UGB future housing needs (number of homes)	149,600 to 153,900
Add current housing needs (underproduction, houselessness, 2nd and vacation rentals)	26,953
Total current and future UGB housing need (2024-2044, rounded)	176,500 to 180,800

Table 3: Metro UGB current and future housing need and deficit assuming 70% UGB capture

	UGB Housing Need at 70% UGB Capture			
	single-detached	middle housing	multifamily	Total
Future need: baseline forecast (see Table 1)	56,846	32,911	59,838	149,594
Units lost to 2nd and vacation homes	1,072	1,769	443	3,285
Historic underproduction	726	2,089	12,160	14,975
Households experiencing houselessness	-	40	8,653	8,693
Total Housing Need (rounded)	**58,600**	**36,800**	**81,100**	**176,500**
Needed housing mix	33%	21%	46%	100%
Total UGB capacity (rounded)	56,500	36,700	82,300	175,500
Deficits (rounded)	**(2,200)**	**(100)**	**1,200**	**(1,000)**

Table 4: Metro UGB current and future housing need and deficit assuming 72% UGB capture

	UGB Housing Need at 72% UGB Capture			
	single-detached	middle housing	multifamily	Total
Future need: baseline forecast (see Table 1)	58,470	33,851	61,547	153,868
Units lost to 2nd and vacation homes	1,072	1,769	443	3,285
Historic underproduction	726	2,089	12,160	14,975
Households experiencing houselessness	-	40	8,653	8,693
Total Housing Need (rounded)	**60,300**	**37,700**	**82,800**	**180,800**
Needed housing mix	33%	21%	46%	100%
Total UGB capacity (rounded)	56,500	36,700	82,300	175,500
Deficits (rounded)	**(3,800)**	**(1,000)**	**(500)**	**(5,300)**

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we've already crossed paths.

So, hello. We're Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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2024 growth management decision

Public comment report

DRAFT

A summary of comments received during the comment period for the 2024 Urban Growth Report and Sherwood West Expansion Proposal from July 9 to Aug. 22, 2024.

September 2024



PURPOSE AND BACKGROUND 1
PUBLIC COMMENTS AT A GLANCE 2
PUBLIC COMMENT PERIOD OVERVIEW 3
ONLINE SURVEY RESULTS 4
COMMENTS VIA EMAIL, LETTERS AND PHONE 12
WHO PARTICIPATED 12
NEXT STEPS 13

APPENDIX A: PUBLIC COMMENT ONLINE SURVEY RESULTS A1
APPENDIX B: PUBLIC COMMENT EMAILS AND LETTERS B1

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PURPOSE AND BACKGROUND

As new people move to the greater Portland region and businesses create more jobs, our region's urban growth boundary (UGB) serves to focus development within the boundary. The focused development helps stretch limited public dollars that build and maintain the streets, water and sewer pipes, schools and parks that every community needs. Focusing development within the UGB also helps protect high-quality farmland, forests and natural habitats.

Every six years, the state directs Metro to assess whether there is enough land inside the urban growth boundary for the next 20 years of job and housing growth. These periodic decisions also provide an opportunity to support the 2040 Growth Concept, greater Portland's vision for growth. The Growth Concept envisions the region's growth in town centers and urban corridors and guides UGB expansions into urban reserves–areas best suited for future development–after careful consideration of whether those expansions are needed.

To make an urban growth management decision, Metro assesses trends for a variety of factors, from changes in population growth, household size and consumer desires to the future of workplaces and transportation. Metro publishes these assessments in the urban growth report.

If there is a regional need for land to accommodate the next 20 years of jobs and housing growth, Metro Council can consider expanding the greater Portland region's UGB. However, the region has learned that adding more land alone is not enough. Expansion areas only produce jobs or housing when a city can provide infrastructure like pipes, roads, sidewalks, parks, and schools.

If a city decides that it is ready to expand the UGB into urban reserves, the city must be ready to support development. A city demonstrates its readiness with a concept plan. A concept plan lays out the vision for the area, intended land uses, transportation network, environmental protections, additional necessary infrastructure and funding sources. Cities that are interested in expansion must submit an expansion proposal with a concept plan to Metro for consideration, along with governmental agreements, letters of support and findings.

For the 2024 urban growth management decision cycle, Metro received one proposal from the City of Sherwood to expand the UGB to include the 1,300-acre Sherwood West urban reserve area. If Metro Council determines more land is needed in the UGB to support the next 20 years of growth, they will also determine how Sherwood's proposed expansion will accommodate the needs described in the urban growth report.

From July 9 to August 22, 2024, Metro asked residents of the greater Portland region for their thoughts on the 2024 draft Urban Growth Report and the City of Sherwood's expansion proposal. Metro Council will consider public comments as they make an urban growth decision.

PUBLIC COMMENTS AT A GLANCE

From July 9 to August 22, 2024, Metro held a public comment period, inviting feedback on the draft 2024 Urban Growth Report and an urban growth boundary expansion proposal from the City of Sherwood. During the public comment period, Metro invited comments and feedback from members of the public, community and business organizations, regional advisory committees, agency partners and policymakers.

This public comment period builds on public involvement throughout the urban growth management process. Learn about the ideas and feedback provided by 15 youth who met regularly through the urban growth management process.

Metro received **72** email comments and 365 responses to an online survey.

Public comments included a variety of viewpoints about the draft Urban Growth report and the City of Sherwood's expansion proposal. Themes from comments provided in emails and the online survey about the expansion proposal include:

- Optimism about future growth potential, including the potential for a resurgence of high-tech manufacturing
- Interest in more housing and job opportunities in Sherwood, including housing choices for seniors, young families and other demographic groups
- Sentiment that the expansion is not needed at all or is not needed at the proposed site
- An interest in more infill development before the urban growth boundary is expanded
- Concern about the need for more housing, a diversity of housing and housing that is affordable
- Concern about the impacts of a potential UGB expansion on traffic; some comments pointed to limited transit options available in Sherwood
- Concern about the impacts of a potential UGB expansion on farmland and agricultural activities in the area
- Concern about potential impacts of a potential UGB expansion on the environment and climate change
- Concern that new development would have an impact on existing public infrastructure leading to tax increases for current residents

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PUBLIC COMMENT PERIOD OVERVIEW

During the public comment period, there were a variety of resources available for review and several platforms available for submitting feedback and comments:

- **Public review draft materials**: The project webpage included the draft 2024 Urban Growth Report and City of Sherwood's expansion proposal for Sherwood West. The report and the expansion proposal were also summarized in an executive summary and factsheet that were available in English and Spanish. With a variety of informational resources, the public comment period allowed people to engage at the level of detail that worked best for them.

- **Comment platforms**: There were several ways for people to provide comments including an online survey, email, letter and voicemail.

- **Online survey**: An online survey was available and publicized in English and Spanish. The survey asked participants to prioritize primary factors for expanding the urban growth boundary, asked for feedback on the expansion proposal, and also provided space for participants to describe what they want preserved and what they want to see change as the region grows.

- **Notifications and notices**: Public notices of the comment period were provided to local neighborhood involvement and community outreach offices at jurisdictions across the region. Notifications were sent to community-based organizations, Metro regional advisory committees and their respective interested parties. Metro also posted the public comment period on social media and Metro News. Flyers with QR codes were posted in Sherwood and City of Sherwood and Metro staff promoted the public comment period at Sherwood's Robin Hood Festival.

- **Public hearings**: Metro Council will receive testimony about the urban growth management decision in-person, online or in writing at a public hearing on Sept. 26 and at the first reading of the ordinance on Nov. 21, 2024.

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ONLINE SURVEY RESULTS

The online survey provided overviews of the urban growth decision process, the Urban Growth Report and the Sherwood West proposal. The survey also linked to the summarized materials in English and Spanish on the project webpage as well as the unabridged Urban Growth Report and expansion proposal. The survey asked participants six questions about growth and nine optional demographic questions. A total of 365 respondents participated in the online comment survey. A summary of the survey follows, and the results are included in Appendix A.

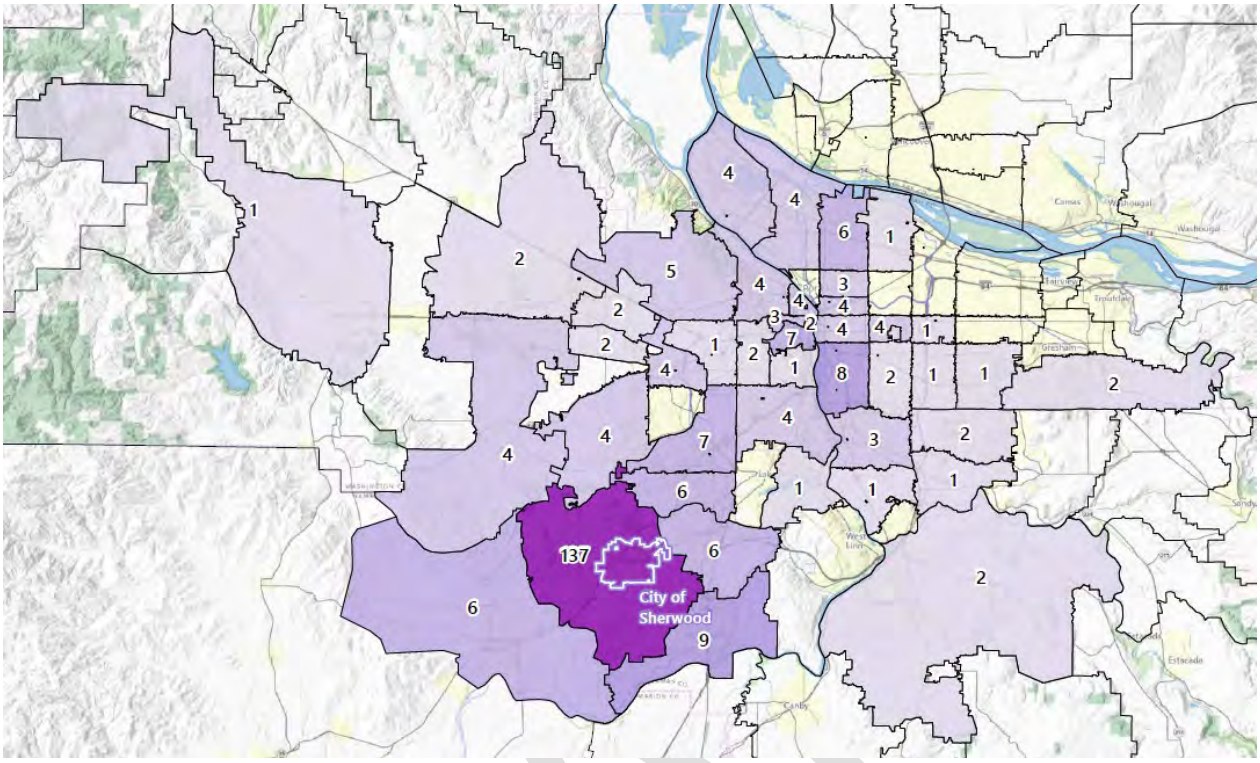
The survey included the following questions:

- After reviewing the Draft Urban Growth Report, is there something you think was not adequately considered in the report that you would like decision-makers to know about? (total responses=247)
- Which factors do you think are most important as a city prepares for expansion? Please rank in order of importance. (total responses=312)
- Please provide your comments on the Sherwood West proposal. (total responses=182)
- Is there anything else that you would like the Metro Council to consider as they make a decision about whether to expand the Urban Growth Boundary as described in the Sherwood proposal? (total responses=218)
- What do you most want to see preserved as greater Portland continues to grow? (total responses=340)
- What changes would you like to see as greater Portland continues to grow? (total responses=340)

Survey respondents were asked to provide their zip code. This question was optional, and 284 survey participants responded. More than 143 respondents submitted a Sherwood zip code.

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Figure 1: Survey respondents zip codes



Survey comments on the Draft 2024 Urban Growth Report and the Sherwood West concept plan

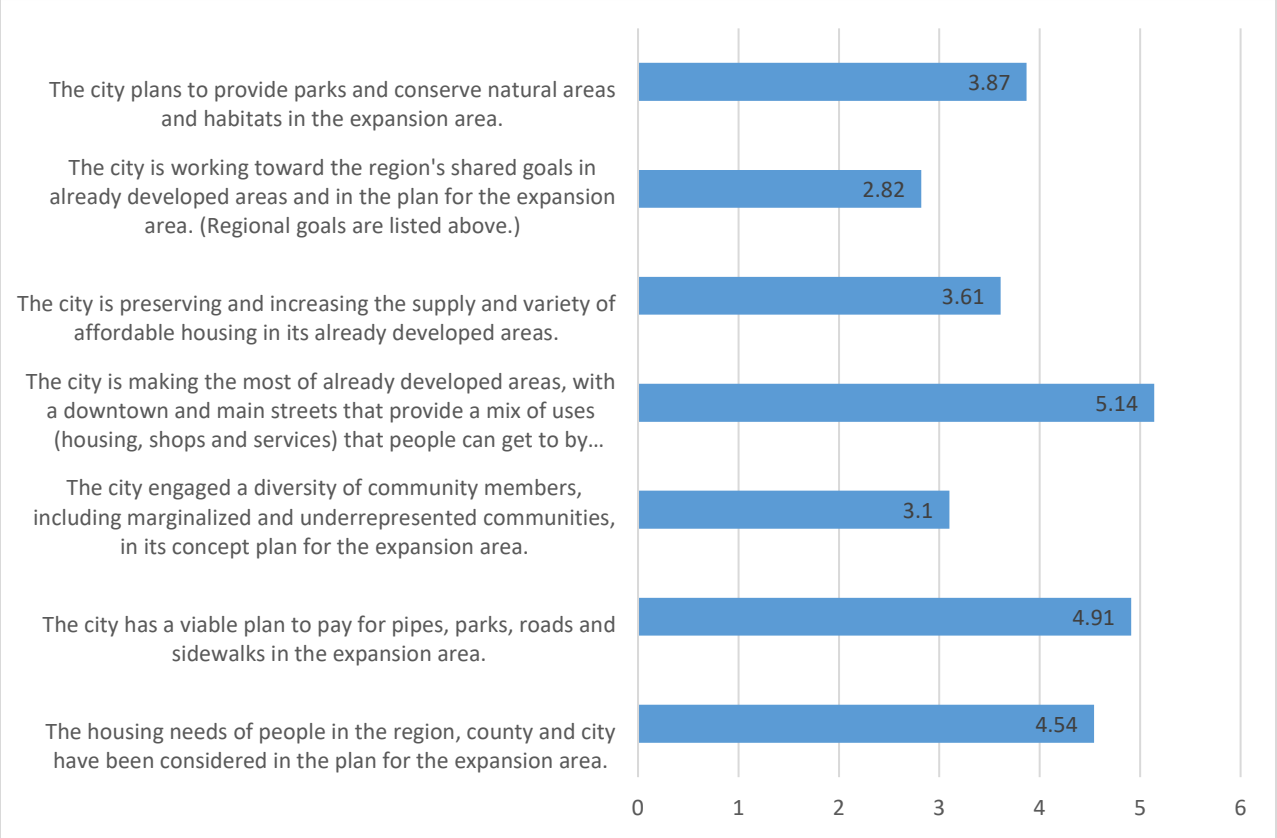
Survey participants were invited to review the City of Sherwood's expansion proposal and Sherwood West Concept Plan and/or the fact sheet summarizing the proposal. Key elements of the proposal were also summarized in the survey.

The survey included a summary of the factors Metro considers when reviewing an expansion proposal from a city and asked survey participants: **Which factors do you think are most important as a city prepares for expansion? Please rank in order of importance. (Total responses= 312)**

Survey respondents ranked the top three factors as most important. These factors are also reflected in the comment themes. The top three factors are:

- The city is making the most of already developed areas, with a downtown and main streets that provide a mix of uses (housing, shops and services) that people can get to by walking and rolling.
- The city has a viable plan to pay for pipes, parks, roads and sidewalks in the expansion area.
- The housing needs of people in the region, county and city have been considered in the plan for the expansion area.

Figure 2: Responses to: "Which factors do you think are most important as a city prepares for expansion? Please rank in order of importance?" (Total responses= 312)



The survey included three open-ended questions that elicited comments about the City of Sherwood's proposed expansion. There were very few comments on the Draft 2024 Urban Growth Report. The responses to the following three questions are summarized below by theme. For the complete set of comments see Appendices A-1, A-2 and A-3.

Q: After reviewing the report, is there something you think was not adequately considered in the report that you would like decision-makers to know about? (Total responses=247)

Q: Please provide your comments on the Sherwood West proposal in the box below. (Total responses: 182)

Q: Is there anything else that you would like the Metro Council to consider as they make a decision about whether to expand the Urban Growth Boundary as described in the Sherwood proposal? (Total responses=218)

Most respondents opposed the expansion or questioned the need for an expansion. The most frequently cited reasons for opposition were the loss of farmland, natural resources and traffic impacts, and concerns about the tax burden on existing residents caused by the cost of new

infrastructure. Commentors expressed a desire for Sherwood and the region to make use of land already in the UGB and questioned the need for the expansion or the entirety of the proposed expansion given the expected rate of population growth. Supportive comments emphasized the need for housing and some highlighted the demand for single family housing while others expressed support for the mixed-use development proposed in the concept plan. The following are a list of the prominent issues across the survey responses with sample comments that address each issue:

- **Make use of land in the UGB**
- **There is not a need to expand**
- **An expansion will exasperate traffic congestion and safety issues.**
- **Transit is needed**
- **Building and maintaining infrastructure for new development is too costly**
- **Preserve farmland**
- **Preserve and protect natural and historic/cultural resources**
- **Climate change impacts need to be considered.**
- **More land is needed for housing and to support the single-family housing people want.**
- **Support for the expansion proposal**
- **Engage the Sherwood community**

Make use of land in the UGB

- "We have an abundance of property that is currently in the boundary. Use that effectively and build up and not out. "
- "Sherwood Oregon has a near city wide ban on apartments. They should not be granted a UGB expansion before they show true need. Build some apartments Sherwood first!"
- "We need to cheerlead all residential development and continue to chop down fees and rules until we get a deluge of infill development. it will make our place more financially productive, affordable and livable."
- "To accomplish regional goals, and even to create a healthy Sherwood, we must develop existing land within the UGB so we can create financially and environmentally sustainable population growth."
- "Lastly, the City has not maximized the current boundaries for affordable housing and jobs."
- "Work on densifying existing neighborhoods instead of focusing on sprawl."
- "The transportation connections are poor, and our region has no shortage of buildable land already in the UGB. We need infill, not more fire-prone sprawl into farms and forests."
- "I encourage Council to be extremely cautious about expanding the UGB. We should focus on further developing our existing area within the UGB rather than expanding Sherwood at this time."

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- “There is a plethora of empty warehouses and houses that can be renovated. Do this before taking any more farmland to build more buildings.”
- “The city has plenty of room for development inside city limits. In addition king city has already expanded and is working on developing a large residential area just down the road.”
- Rather than building more outside of the UGB, let's focus on creating better spaces on the land that's already allocated. Densify current areas, we don't need to increase sprawl more.

There is not a need to expand

- “I am all for growth in a measured & logical manner when the need arises. There is no evidence that supports an inclusion of this magnitude.”
- “Being a property owner in the proposed expansion area who farms the land this expansion pushes us closer to losing our lively hood. Developers are continually contacting us and wanting to purchase our property. We are not interested. This is a very large expansion request. Is all or any of this land really needed now?”
- “For the Sherwood West expansion plan that was submitted in 2016 doesn't reflect the more recent population decline. The concept plan should be scaled back to reflect more current data and the UGB expansion should be 50% the original submission.”
- “Sherwood, Wilsonville, and Tualatin are currently in the process of wasting one of the largest industrial sites already within the UGB by each separately seeking development, often on small, 10 acre parcels. At a time when some think the region needs more large industrial parcels, these jurisdictions are wasting a huge area, already within the UGB, that should be developed as a single unit.”
- “I suggest that the Metro Council take into consideration the dearth of expansion options being presented as further evidence that the demand for growth actually isn't there.”
- “Even the small baseline growth assumption seems optimistic. Developing suburban land will not create "affordable housing" in locations where it is needed.”

An expansion will exasperate traffic congestion and safety issues.

- “How will expansion and development of high density housing and business along this route between Roy Roger’s, Lebeau, Elwert, and Edy roads not contribute to further traffic issues and noise?”
- “A UGB expansion in a part of the metro area poorly served by transit and likely to be entirely car dependent does not align with any of our regions goals. As such, it’s unclear why it’s being considered.”
- “Most new families that would live in the homes planned would work elsewhere. Traffic congestion will increase.”

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- “Traffic on and off of Hwy 99 has major delays during rush hours. These conditions have persisted for years and will only worsen if all of Sherwood Wes tis brought in at this time. The City and County need to improve the capacity of Elwert Road,and it's Hwy 99 connection before adding so many homes.”

Transit is needed

- “However, people will want to get out of their neighborhood to access amenities, and there are not very many options for how they will do that. This makes living in the area less accessible for people with disabilities who cannot drive (like my own father) or younger people who cannot afford a car.”
- “Keep public transportation strong so I can go places. I work part-time and still drive car but not for long so please don't disregard the needs of older people like me.”
- “This project would make more sense if it was built in conjunction with a WES regional rail spur but it lacks a Right of Way reservation to build such a line.”
- “Sherwood has the right ideas in mind with mixed developments and alternative transportation but they need to take them further, transit being extended into Sherwood west should also be explored...”
- “Light rail expansion on the 99 corridor”
- “I’m nervous about continuing to focus on roads instead of public transit, and if we want housing to be affordable and Sherwood to be accessible to folks, it needs to move away from single family homes."

Building and maintaining infrastructure for new development is too costly

- “The sewer, water and gas lines have to be upsized downstream/upstream from the development and the current tax payer gets to pay for that.”
- “We aren't as dense and suburban neighborhoods don't pay for themselves in taxes once they start to require maintenance. If we built denser on our existing roads, we might actually have the tax base to support them.”
- “Based on the Sherwood West expansion proposal, I do not think that the City of Sherwood adequately demonstrates that infrastructure development is feasible.”
- “Also you are going to burden the current property owners with additional taxes for improving infrastructure, roads, schools, and fire stations that these 5,580 homes will require.”
- “The proposed infrastructure funding plan is vague at best. Relying on SDCs and ‘outside’ funding is insufficient. No expansion should be considered until there is a concrete committed plan for the infrastructure funding.”

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Preserve farmland

- "Consider where food will come from in 20 years if there are no farmlands to sustain the animals and crops."
- "The Report does not address the consequences of replacing fertile, productive land with houses and industry."

Preserve and protect natural and historic/cultural resources

- "Protecting historic and cultural resources."
- "Previously designated Title 13properties are now being planned to be light industrial with no thought for where the wildlife they are wiping out will go to."

Climate change impacts need to be considered.

- "The report did not consider the potential impacts of climate change, in terms of population increases in the Northwest due to cooler weather and water availability relative to other parts of the country, and also impacts of climate change on the wildland urban interface and how this could impact fire risk for the edges of the Portland area."
- "Is there consideration of preservation of trees and plants for carbon sequestration and other environmental benefits?"
- "We are in a climate crisis, and these trees help us by providing shade, sequestering carbon, preventing erosion, and providing wildlife habitat."

More land is needed for housing and to support the single-family housing people want.

- "...restrict supply and the inherent demand will cause price increases. If affordability is a key driver then ensuring adequate supply of land is fundamental to affordable housing."
- "Urban densities are reaching unsustainable levels. We have vast room to expand UGB's and we shod do so. Make a plan to double the amount of land available for residential development over the next 20 years."
- "We need more land made available for single family housing and just not for apartments."
- "I think Sherwood's specific analysis at the local level should be part of the Metro Council decision making. There's a strong argument to be made about where people want to live and work that doesn't always translate to regional land availability."
- We need to build more housing desperately and are not at risk of "overbuilding" - at worst this would reverse some of the run-up in prices due to past severe undersupply. I am in favor of allowing more housing to be built as much as possible.

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- "Expand the boundary the maximum amount possible! The region needs more single family homes-thousands more homes!"

Support for the expansion proposal

- "Creating more jobs than housing units would be a mistake. That said, I support the proposal."
- "Looking forward to more commercial zoning for jobs and businesses."
- "I'm in favor of development around the high school. Housing and mixed use should go into the surrounding acreage."
- "This expansion appears to be well thought out, and should be welcomed in the region. It is sad that the Sherwood West proposal is the only one."
- "I like the plan. I know there is an opposition group but there are those of us that support the plan too."
- "Don't let existing Sherwood residents vote down UGB expansions that are needed to help the region accommodate growth and affordability."
- "This expansion should have already happened before the School was built in 2015 - Newberg, Or has updated their area and we are left behind and deal with their traffic to Hillsboro"

Engage the Sherwood community

- "The Sherwood community needs to weigh in on the proposed north industrial zone."
- "Please consider the desires of the people who call Sherwood home."

Survey comments on about what is most important as the region grows and changes

Two survey questions asked for people to share their ideas about growth in greater Portland—what they want to see preserved and what they would like to see changed as the region grows. Responses to these questions are in Appendix A-4 and A-5. These comments will be considered in upcoming Metro planning processes, including the update to the region's vision and growth concept.

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COMMENTS VIA EMAIL, LETTERS AND PHONE

In addition to the online survey, residents, businesses and policymakers were invited to comment on the four city expansion proposals by letter, email and phone. Metro received 72 emails and no letters or comments on voicemail. A majority of the emails were submitted by Sherwood residents, landowners, agencies, elected officials and organizations with interest in the expansion. See Appendix B for the comment emails.

Supportive comment emails highlighted a variety of reasons for their support, including:

- More housing and more employment opportunities
- Addressing a lack of land supply
- Property owners who want their property brought into the UGB
- Sherwood' unique location providing an economic advantage

Comment emails in opposition highlighted a variety of reasons for their support, including:

- Loss of farms land
- Traffic congestion
- Tax burden of new infrastructure on existing residents
- There is enough land in the UGB
- Concern about concept plan not providing affordable housing options

Other issues raised include:

- Concerns about slope in expansion areas
- Input about the methodology of the draft UGR, including suggestions for different approaches to the buildable land inventory, population projections, and density estimates.
- Several comment emails encouraged Metro to use the high growth rate for population and employment.

WHO PARTICIPATED

Survey participants were asked to provide optional demographic information to help Metro know if participants were a representative group reflecting our diverse communities and a broad range of experiences in our region. Demographic groups that are underrepresented among survey respondents compared to the metropolitan Portland

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area demographics by 4 percent or more are highlighted in red. Greater Portland area demographics are sourced from the 2020 Census. *Demographic analysis to come.*

For complete demographic responses see Appendix A-6.

NEXT STEPS

The merits of Sherwood West's proposal will be the focus of policy discussions in the fall of 2024. Generally, decision-makers will consider whether:

- The housing needs of people in the region, county and city have been considered.
- Development of the proposed expansion area is feasible and supported by a viable plan to pay for needed pipes, parks, roads and sidewalks.
- The city has reduced barriers to mixed-use, walkable development in its downtowns and main streets.
- The city has implemented best practices for preserving and increasing the supply and diversity of affordable housing in its existing urban areas.
- The city has taken actions to advance Metro's six desired outcomes, with a particular emphasis on meaningful engagement of communities of color in community planning processes.

A final decision by the Metro Council on urban growth boundary expansion is expected in December 2024.

July 9, 2024:	Release draft UGR and appendices
August 22, 2024:	Public comment survey on draft UGR closes
September 5, 2024:	Council work session on COO/Staff recommendations
September 26, 2024:	Council holds public hearing on COO/Staff recommendations
October 1, 2024:	Council provides direction to staff at work session
October 14, 2024:	Measure 56 notices to property owners in proposed expansion areas
October 24, 2024:	35-day notice of proposed amendment to DLCD
November 4, 2024:	Postcards/report on potential impacts of UGB expansion on existing neighborhoods
November 21, 2024:	Council first reading of ordinance; public hearing
December 5, 2024:	Council second reading of ordinance; decision

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If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we've already crossed paths.

So, hello. We're Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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Metro Council President

Lynn Peterson

Metro Councilors

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Christine Lewis, District 2

Gerritt Rosenthal, District 3

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Mary Nolan, District 5

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Sept. 3, 2024

APPENDIX A

Public comment online survey results

Q3 Read the Draft 2024 Urban Growth Report. Metro uses a wide variety of factors to assess whether there is enough land inside the greater Portland region's urban growth boundary for the next 20 years of job and housing growth. After reviewing the report, is there something you think was not adequately considered in the report that you would like decision-makers to know about?

Answered: 247 Skipped: 118

#	RESPONSES	DATE
1	The facts and informed opinions of the residents that are impacted by the growth plans.	8/23/2024 10:06 AM
2	Open up more buildable ground for affordable houses	8/22/2024 9:51 PM
3	Projections of growth are not lining up with actual. We are growing a lot slower, so back off.	8/22/2024 9:44 PM
4	How can you preserve farmland that borders the current UGB and not create urban sprawl w/no consideration to existing small business engaged in farming and farm related products	8/22/2024 9:38 PM
5	There is a large amount of unused land already in the UGB. This proposal is unnecessary and a wet kiss for developers.	8/22/2024 7:24 PM
6	Yes, that affordable housing is not created by shoddy buildings and neighborhoods made up of these shoddily built homes. The report does not address the current land built up by Metropolitan Land Group and how horrible these areas look. What once was beautiful farmland is now covered by what looks like Monopoly house pieces...all the same, no character, nothing denoting a neighborhood for families. Yet it's the goal to have this same company develop these new enveloped lands if the Urban Growth Boundary is expanded. Not a good solution for Oregon that is supposed to be green and an oasis of natural beauty.	8/22/2024 6:57 PM
7	There should be more plans for rezoning and growing up	8/22/2024 6:46 PM
8	All of it is inadequate! We have an abundance of property that is currently in the boundary. Use that effectively and build up and not out. You have not considered the impact to the people who live in the area regarding traffic with the addition of all the houses and business. This is the country/farmland and should be preserved as such!	8/22/2024 6:29 PM
9	There are a plethora of abandoned buildings and houses which can be renovated and utilized for future growth vs. continuing to take farmland, trees, and fields. Consider where food will come from in 20 years if there are no farmlands to sustain the animals and crops.	8/22/2024 6:28 PM
10	The 2024 UGR has implications for local government planning processes as Metro's subsequent distributed forecasts inform local Housing Capacity Analyses, Economic Opportunities Analyses, and Regional Transportation Plan modeling. The City of Hillsboro recommends Metro rely on a high population growth forecast to allow our region to be nimbler in addressing current and future housing and employment needs. The 2024 Draft UGR demand scenario 4 involves faster household growth in 2044 coming from increased in-migration of younger households, consistent with historic migration dynamics, who typically seeking multifamily and middle housing. Though younger households who migrate to the region by 2030, 2035, and 2040 may initially prefer multifamily or middle housing, many will continue to demand single-unit detached for their growing household size and other reasons. The City of Hillsboro recommends Metro add a new UGR demand scenario 5 that involves faster household growth coming from increased in-migration of younger households, consistent with historic migration dynamics, but with a larger percentage of single-unit detached to meet the demand during the next 20 years. Though the Draft UGR shows the region as having sufficient total industrial capacity, much of the industrial land supply consists of smaller parcels with an average lot size of 3.8 acres and a median lot size of 1.7 acres. The Draft UGR mentions there are only eight sites over 50 buildable acres inside the UGB that are available to the general industrial market. The final 2024 UGR should highlight the lack of sufficient large-lot industrial	8/22/2024 6:06 PM

	sites 25 plus acres in size available to the general industrial market. The final 2024 UGR should also highlight that less than 6% of the taxlots available to the general industrial market are medium-sized sites between 10 and 25 acres.	
11	No	8/22/2024 4:38 PM
12	The Executive Summary notes that “the cost of serving raw lands with needed infrastructure is a significant barrier to housing development.” Additional information should be added to the Summary and to the full report regarding the high cost of infrastructure maintenance.	8/22/2024 11:39 AM
13	That current retired property owners are getting taxed out of their homes the currently live in due to the infrastructure improvements needed when large developments go in. I understand that the developer installes the infrastructure within the development but not outside it, the sewer, water and gas lines have to be upsized downsteam/upstream from the development and the current tax payer gets to pay for that. The current tax payer also gets to pay for the additional schools and fire stations needed for these additional homes.	8/22/2024 10:11 AM
14	Per 1000 Friends of Oregon, there is currently land within the UGB that is not being developed due to lack of infrastructure. There isn't any infrastructure on the land the City of Sherwood wants to bring into the UGB either. Developers pay for roads, etc. directly in front of the housing they are building; however, they don't contribute anything to improve all of the arterial roads, Hwy 99W, etc. that become overburdened due to the thousands of people their developments add.	8/22/2024 2:52 AM
15	Protecting historic and cultural resources	8/21/2024 11:09 PM
16	The characterization of the mixed use as having unique characteristics for industrial use is way off base. To believe this seems to focus on the fact that the area is flat and undeveloped. It ignores a range of characteristics which make it unsuitable. 1. The land is sandwiched between neighborhoods to the south and west. A federal bird sanctuary lies to the immediate east. Farmland borders the area on the north. In fact the only reason it is undeveloped is it too is farmland. Finally BPA transmission lines go right through the center. If the thought that it will provide acreage for chip manufacturing, the City of Sherwood and Metro are just plain wrong. Do a little bit of research and you will find chip manufactures avoid electrical transmission lines due to the electromagnetic impact on chip fabrication. It is an ill considered scheme. It is not technically feasible for semi conductor manufacturing. In addition an industrial use would not conform with any of the current land use to the north, south, east or west.	8/21/2024 10:52 PM
17	Yes, in two areas. In "Planning amid uncertainty" in the executive summary, Metro does not include issues with the cost involved with the infrastructure and services of an expanded UGB. Cities in the metro area, and Oregon as a whole, are facing severe budget crises that all stem from over-expansion. We have built a large service area we need to provide infrastructure (roads, water, sewage) and services (police, fire, health) for, and cannot afford to. We have only gotten this far by deferring maintenance that is catching up to us. The Executive Summary also does not mention climate change once. We must pursue planning options that reduce GHG emissions. Lower-density housing leads to increased GHG emissions.	8/21/2024 10:47 PM
18	Pipe chicken Creek and add water quality facilities	8/21/2024 9:32 PM
19	there is plenty of land inside the current UGB, however much of it has locked up by garbage zoning and other rules that limits residential development's financial viability. we need to cheerlead all residential development and continue to chop down fees and rules until we get a deluge of infill development. it will make our place more financially productive, affordable and livable	8/21/2024 8:16 PM
20	I do not think the report factors in the restrictions on the land, such as existing power lines and the nature of natural wet lands. Power lines emit electromagnetic waves that greatly impact the manufacturing of microchips. Additionally, there are existing restrictions regarding industrial building on protected wetlands and their associated upland habitats.	8/21/2024 6:06 PM
21	The utlimate cost of the loss of farmland and natural areas. The proposal fails to understand the new realities and assumes more development is without this cost.	8/21/2024 5:50 PM
22	It ignores the opportunity for infill and densification of existing neighborhoods already within the UGB.	8/21/2024 4:55 PM
23	That growth has leveled off and the changing demographics of the area.	8/21/2024 4:22 PM
24	Yes, where is the money coming from for the infrastructure needed to support this proposed	8/21/2024 3:40 PM

	expansion? are builders and developers paying or are the taxpayers on the hook? In addition the discrepancy between the Growth report and the city of Sherwood projections justifying the expansion is hard to reconcile.	
25	Specifically in the Sherwood West expansion, the concept plan did not represent the will of the majority of Sherwood residents. 80% of residents did not want to see the level of expansion and were gravely concerned about how it would effect the livability and sense of community that already exists. There is no reason to add the entire amount into the UGB at this time, smaller more thoughtful expansion was never considered and the cost to add services to more of the rural portions of the reserve will be a huge burden to citizens, despite the city claiming it will not.	8/21/2024 2:58 PM
26	What's the plan to pay for the upkeep of all these new roads and sprawling infrastructure? Portland's budget is much larger than Boston's despite a smaller population in large part because we aren't as dense and suburban neighborhoods don't pay for themselves in taxes once they start to require maintenance. If we built denser on our existing roads, we might actually have the tax base to support them.	8/21/2024 2:35 PM
27	Is there consideration of preservation of trees and plants for carbon sequestration and other environmental benefits?	8/21/2024 10:54 AM
28	Land developers don't care.	8/21/2024 8:33 AM
29	Save farm land	8/21/2024 7:10 AM
30	No	8/20/2024 11:35 PM
31	Congestion is already a problem along Roy Roger's Road as it runs into Sherwood and connects to Highway 99. How will expansion and development of high density housing and business along this route between Roy Roger's, Lebeau, Elwert, and Edy roads not contribute to further traffic issues and noise? The growth projections Sherwood has provided to support this expansion are not consistent with the growth trends and true projections. As an example, the new high school was built to accommodate continued growth based on inflated projections. We now will see declining enrollment starting in just a few years. The school is struggling with budgets for the first time in years as the community is saddled with paying down the debt incurred to build a school that is proving to be too large. The housing need for the Portland Metro area is entry level to lower income affordable housing. Sherwood has become a more affluent community and is not conducive to development that will attempt to be affordable. Finally, there is no historical precedent for such a large expansion for this area. All of the above points would support reevaluation of the request to right size it for the true need for the community and support measured growth as opposed to an explosive expansion that could contribute to already tough traffic issues that impact Sherwood and the surrounding communities of Washington County.	8/20/2024 7:43 PM
32	Is property owners in Sherwood we favor the mixed use plan for Sherwood West on Kruger Road above Sherwood High School.	8/20/2024 6:24 PM
33	The amount of land proposed to be added into the urban growth boundary is staggering. Turning farmland into light industrial is sad. Sherwood still has large amounts of land available in the current boundaries. Elwert road is unsafe at its current speed limit and traffic congestion is already an issue with frequent accidents.	8/20/2024 6:21 PM
34	No	8/20/2024 6:19 PM
35	Sherwood protected land should not have zoning changes to allow for industrial growth	8/20/2024 5:00 PM
36	Traffic safety	8/20/2024 4:53 PM
37	Providing larger single family lot sizes in expansion.	8/20/2024 4:49 PM
38	The rate of growth in Sherwood area is not as substantial as the large proposal for 1291 acres, has anyone thoughtfully analyzed how long it would take to fill all the proposed housing.	8/20/2024 4:48 PM
39	Expansion for the sake of expansion. If they build it, they will come often untrue.	8/20/2024 4:25 PM
40	Sherwood area is not ready for this type of development	8/20/2024 4:20 PM
41	Quite a bit, actually. What is needed is a broader, more region-wide perspective, not mere kowtowing to Sherwood's empire building. It is not clear why Metro appears to be pushing this effort. Sherwood has ample undeveloped land within the city now, and has -0- interest in	8/20/2024 4:18 PM

	accommodating affordable housing anywhere. The northwestern portion of the proposed UGB expansion encroaches unnecessarily-almost gratuitously-upon successful agricultural operations whose success is closely linked to their rural setting. Again, it is hard to understand how or why Metro seems to have bought in on this weak, and destructive, proposal.	
42	Recognizing that the Willamette Valley is one of the richest soil areas in the world. We can increase growth inside the UGB and save our PRECIOUS farmland s	8/20/2024 4:10 PM
43	Do not expand the growth boundary in Sherwood where the high school enrollment is declining. Focus efforts on revitalizing Portland legacy neighborhoods and existing under supported schools.	8/20/2024 4:03 PM
44	There are a lot of items that we are questioning. They have been and will be submitted separately. Lot's of that data and other information is very misleading and/or obsolete and based on false assumptions.	8/20/2024 3:52 PM
45	Sherwood had enough land to build homes and businesses and industrial buildings without expanding the urban growth boundary	8/20/2024 3:52 PM
46	Expansion to the west without proper funding, study of the transportation costs including the costs of crossing fish bearing streams, condemning farm/wine property is in appropriate. Expecting the developers and existing landowners to bear the cost of development and hoping for federal funding for road improvements is narrow sighted.	8/20/2024 3:46 PM
47	The proposed plan *looks* like spraw. Even with the green spaces in the plan, there seems to be little to consideration for walkability or residential services. Also there seems to be inadequate consideration for the amount of traffic this will introduce on Elwert.	8/20/2024 3:46 PM
48	I'm concerned not enough consideration is given regarding available lands that the current owners aren't willing to sell, putting upwards pressure on land prices.	8/20/2024 3:31 PM
49	Yes, the Sherwood expansion plan is not proportional to the needs of the area and sustainability of agricultural lands. The numbers don’t add up.	8/20/2024 2:53 PM
50	The student enrollment decreasing which should be considered when planning on an unnecessary new school.	8/20/2024 10:54 AM
51	Yes, I'd like to see rail right of way reservations within the urban growth boundary area expansion. An exclusive ROW reservation is easier to set aside before development.	8/19/2024 6:09 PM
52	Use the land that is already inside the UGB first. No more tax increased and increased traffic please.	8/19/2024 12:45 PM
53	It’s incredibly disappointing that the report makes zero mention of the impact of the Urban Growth Boundary to will totally undermine any efforts to address climate change. Metro continues to ignore the science, and push for expanding car infrastructure and sprawl. We are poisoning the planet, and this action will massively increase GHG emissions.	8/18/2024 8:37 PM
54	There needs to be greater emphasis on increasing density and building up, not out	8/18/2024 8:30 PM
55	Traffic, it’s horrible and adding more houses is not keeping the town of Sherwood a great place to live	8/18/2024 7:01 PM
56	The report makes no mention of why the city of Sherwood needs to expand outward further from "Downtown Sherwood" and across 99W rather than upzoning and developing further around central services of community like libraries and grocery stores.	8/18/2024 5:10 PM
57	Sherwood has a ban on new apartment development in most of the city. Allowing an expansion of the growth boundary to this level when we are in a housing deficit will do nothing to alleviate the problems. Start with allowing these developments before agreeing to expand the growth boundary	8/18/2024 3:42 PM
58	Do not go forward with Sherwood West plans!	8/18/2024 3:25 PM
59	Greater enforcement of the UGB, do not allow Sherwood to violate it.	8/18/2024 2:25 PM
60	Sherwood Oregon has a near city wide ban on apartments. They should not be granted a UGB expansion before they show true need. Build some apartments Sherwood first!	8/18/2024 2:25 PM
61	No one wants to ask the hard questions about where the water will come from to support all this new development. We need to encourage businesses to choose small towns that have	8/18/2024 1:21 PM

	lost their timber jobs. Stop over-crowding the metro area.	
62	The complete wreckage of the farmlands, farm stands, community farm activities, scenery, peace, quiet, and character of the rural SHERWOOD community if the UGB were expanded in this way. Stop trying to make Portland better by absorbing everything around it to be ruined like Portland has been.	8/18/2024 1:20 PM
63	The fact that we do not use the existing UGB wisely.	8/18/2024 1:11 PM
64	Sherwood has an apartment ban yet wants to expand their growth boundary. This is counteractive to our housing and density goals in the Portland metro area. I ask that the council deny their UGB expansion in favor of more density within the current Sherwood city limits.	8/18/2024 12:49 PM
65	How are you going to ensure affordable housing goes to younger people without it being considered discrimination? Are you going to limit it to only Oregonians allowed to buy it?	8/18/2024 12:29 PM
66	Cities in Washington County maintain apartment bans across the overwhelming majority of residential land. Instead of lifting that ban, and finally allowing for adequate housing production, they insist that we must sprawl into more natural and agricultural land. Metro must ensure that there is a 20 year buildable lands inventory, and instead of fulfilling that through granting yet another irresponsible expansion of the UGB, it must exercise it's immense authority and compell cities to legalize more housing in existing residential areas closer to good transportation, job centers and amenities. Metro must also use its weight to compell cities to cut red tape that present a barrier to housing production, speed up permits, reduce discretionary processes, reduce permit fees and SDC charges.	8/18/2024 11:49 AM
67	This report inadequately considers the fire risk, climate impacts, and regional transportation connections for this plot of land. The notion that Metro is considering allowing more southern-California style sprawl in area with very poor automotive and transit connections in 2024 is deeply frustrating. As the last several weeks of media reporting have revealed nationally, this type of development will not be insurable in the coming years. Metro needs to think forward and better realize the context in which it is making this decisions. Developers want more land: not Oregonians.	8/18/2024 11:27 AM
68	Yes, better roads to handle the traffic.	8/18/2024 9:40 AM
69	What the decision makers already know and must reconsider, dense housing is not good for young families! There’s no place for kids to have a yard and play or have a garden. These homes are an eyesore to the landscape. It’s all about money and not the people. These home are NOT AFFORDABLE.	8/18/2024 7:48 AM
70	The area of Sherwood West is great farmland and wineries that make our city unique. While some development around the high school may be necessary, the Sherwood West concept asks for more expansion than is needed to support our community.	8/18/2024 6:28 AM
71	I think whoever has been making decisions for Sherwood has been doing a horrible job. I’d like to see more independent and family run businesses, not more hotel chains, restaurant chains, etc. I don’t think rapid growth is the right way to approach the future. Sherwood should be investing in what we currently have available in town, people who are interested in starting businesses. Preparing for challenges of the future should be the focus. Not continuing to expand. That will not solve anything, it will just make the problems we already have worse.	8/18/2024 1:08 AM
72	Don't build more homes, save our farms, and improve on what we have already	8/17/2024 8:46 PM
73	I don't see strong consideration of the potential downsides of each plan. If housing is underbuilt (because the area grows more than expected), the consequences are very bad - house prices rise again, families are priced out, people lose their housing, etc. But if we build more housing than necessary, the consequences are not so bad - we are just future proofed and ahead of schedule, dropping housing prices even more.	8/17/2024 2:48 PM
74	There are many types of housing and according to our governor, we need to address them all. When I move to Sherwood 20 years ago, I had three children and was able to find a house that has worked for us . If all that was available were apartments, or high density housing, we would not have moved to Sherwood. We need to have houses that young families can afford, perhaps creating a land trust like in Medford. I understand some that some people want to stop all development, but I believe that that will cause our beautiful schools to be empty and result in us needing to accept students from a larger area. This will have a detrimental effect on not	8/17/2024 9:10 AM

	only our community, but we would most likely attract the best and brightest that could afford to be driven to Sherwood everyday. This would diminish schools in the surrounding areas. We also typically lose people who no longer have children in the schools. We need a place for them to have affordable housing that is smaller so that they do not need to leave their social circles.	
75	The importance of preserving natural areas	8/17/2024 8:27 AM
76	I think that small outlying areas like Sherwood need to remain small. We moved here to a smaller city because we didn't want traffic and houses and excessive growth.	8/17/2024 8:02 AM
77	Climate change and public transit/alternative transit should be of utmost importance.	8/17/2024 5:18 AM
78	Zoning needs to stay where its at	8/16/2024 11:03 PM
79	How valid are your growth models? Internal and external growth appeared stalled.	8/16/2024 9:31 PM
80	I do not think that the impact of adding space as per the Sherwood plan addresses the congestion problems that will worsen or the impact on quality of life in the area.	8/16/2024 4:23 PM
81	Adding urban growth in areas lacking efficient transportation options only creates more expensive local long term costs and declining quality of life	8/16/2024 4:23 PM
82	Population in the Portland area is going down and continued to go down. We do not need to expand so much.	8/16/2024 11:44 AM
83	current roads are not capable of supporting new housing neighborhoods	8/16/2024 7:35 AM
84	Provision of shovel-ready, buildable land for housing and jobs for the next 20 years.	8/15/2024 1:41 PM
85	Growth in the Sherwood direction seems haphazard	8/14/2024 1:08 PM
86	Landowner rights near urban growth areas	8/14/2024 7:01 AM
87	There is a lot of unoccupied space in downtown Portland and surrounding areas. The economy is not in a good position now, no one can afford to purchase a house or pay the high price of rent.	8/14/2024 5:31 AM
88	No. I 100% oppose the expansion of the urban growth boundary	8/13/2024 10:06 PM
89	It says one of the goals is to protect farmland but yet everywhere I look I see more and more land being turned into industrial buildings and houses. So many farms have been lost and it is disappointing to see.	8/13/2024 7:54 PM
90	i am opposed to the Sherwood West Concept Plan, as there is not infrastructure in place to support growth of that size at this time.	8/13/2024 4:45 PM
91	I do not think the Sherwood population is growing as rapidly as stated there is enough housing to sustain growth	8/13/2024 4:06 PM
92	Stay out of Wilsonville	8/13/2024 1:58 PM
93	More transparency of Metro projects. We have a few near us and it’s difficult to get straight answers.	8/13/2024 12:55 PM
94	People need to know what the cost (not the money) is to our community when we just keep building and building and building and taking away land from people that don't want to give it. You have wildlife with nowhere to go but in the neighborhoods then people get upset they are in the neighborhoods you wonder why food is so expensive and unhealthy and it's because with every new community you have less area for farms which means our food comes from further and further away and you have no idea how it gets there or who grows it. Building more shouldn't be the only option.	8/12/2024 6:13 PM
95	Urban densities are reaching unsustainable levels. We have vast room to expand UGB's and we shod do so. Make a plan to double the amount of land available for residential development over the next 20 years. Stop trying to cram ppl in tight places. Fix it now before all the counties decide to annex into Idaho.	8/12/2024 5:29 PM
96	Funding and impact of non taxpayers on quality of life	8/12/2024 4:44 PM
97	Yes, not adequately thought out.	8/12/2024 10:01 AM

98	If Portland area can't enforce the crime there is now why grow?!? ! How about we clean up what is the problem now: homeless, drugs, etc Then when that's taken care up perhaps talk about growth. But why talk about growth when crime is through the roof with what's there now?!?!	8/12/2024 7:23 AM
99	Citizens of Sherwood are not opposed to growth. We are opposed to frivolous spending on endless, poorly planned suburbs that are not supported by current growth patterns and predictions	8/11/2024 8:32 PM
100	PRESERVE GREEN SPACES.	8/11/2024 8:15 PM
101	I need more park with big trees, MORE BIKE LANES, less cars, there is nothing of that	8/11/2024 2:32 PM
102	Traffic congestion already exists on Sunset due to new high school and turn restrictions onto 99 from Brookman/chapman. The neighborhoods back there are not all built out so we haven't seen the true impact of that traffic. It is already very difficult with the existing population adding more houses and more cars is not going to help.	8/11/2024 10:27 AM
103	The most basic of economic theory is supply and demand: restrict supply and the inherent demand will cause price increases. If affordability is a key driver then ensuring adequate supply of land is fundamental to affordable housing.	8/11/2024 8:18 AM
104	We need more land made available for single family housing and just not for apartments.	8/10/2024 11:46 AM
105	Impact on agricultural, wildlife and wetlands.	8/10/2024 10:36 AM
106	Family size is declining. Discourage large house development by charging higher fees and taxes for houses greater than 2300 sq feet.	8/10/2024 9:58 AM
107	Don't steamroll new development...require government agencies to actually and actively listen to citizens. So often over the years I've seen city councils hold meetings for public to share thoughts, but it is very obvious that a plan has already been decided on and nothing residents say is taken into consideration. Most recent example is in King City where a residential street will soon be turned into a major, multi-lane road, destroying the neighborhood with too much traffic and making it a major thoroughfare.	8/10/2024 7:37 AM
108	Many people want to own their residence or live somewhere single-family. Statistics show that kids have higher achievement if they live in a regular home as compared to an apartment. That said, the low number of single-facility homes planned doesn't line up with the priorities/preferences of residents, nor what is best for the next generation.	8/9/2024 11:15 PM
109	Have you population projections taken into account that so many people are moving out of Oregon?	8/9/2024 5:50 PM
110	As updated projections for growth shows a downward trend particularly with the enrollment of the relatively new Sherwood High School at cost of aproximately $248 million financed by taxpayers. The proposed Sherwood UGB plan if approved will again significantly impact taxpayers as well as displace current residents. Smart, prudent and realistic planning for growth is much needed. Otherwise, grabbing large parcels of land with current and productive uses in one fell swoop will have dire immediate consequences as well as unintended consequences in the future.	8/9/2024 11:13 AM
111	Impacts to natural greenspaces, waterway management.	8/9/2024 9:51 AM
112	It is painful to see "decision makers" who see vast developments as necessary instead of using the less desirable land that is available or at least not develop in patches that can be sub divided. Reserving the nature we have is important. As a native Oregonian we do not want Califonication…Mass sprawls of urbanized land. Gentrifying of old neighborhoods should happen before expanding.	8/9/2024 9:32 AM
113	Do not expand the proposed Sherwood area plan, too much traffic causes people to take country roads not built for this high volume traffic. It is causing dangerous situations with high speeds and too much volume on roads not built for this much traffic.	8/9/2024 6:58 AM
114	No	8/8/2024 9:04 PM
115	Oregon is changing many say. Lower population =charm. Higher population =more crime	8/8/2024 8:18 PM
116	Think about cleaning up what you have and not creating more that you can't take care of	8/8/2024 7:45 PM

117	Impacts of Climate change	8/8/2024 7:45 PM
118	The necessity of preserving farmland	8/8/2024 7:05 PM
119	Stop the sprawl	8/8/2024 6:28 PM
120	Keep land as is no more commercial growth	8/8/2024 6:24 PM
121	You are pushing out small family farms by expanding the urban growth boundary.	8/8/2024 1:58 PM
122	I think Sherwood's specific analysis at the local level should be part of the Metro Council decision making. There's a strong argument to be made about where people want to live and work that doesn't always translate to regional land availability.	8/8/2024 1:04 PM
123	no	8/8/2024 12:02 PM
124	I am very against the tall high rise forms of living. The people that buy them are childless. Single family homes need to be focused on. As large companies come this way, Sherwood, the employees come for the schools, and they have kids. Our schools are emptying because there are no children coming up the ranks. It is very sad and the schools get paid per child enrolled. We build all of this for the now, but not for the duration.	8/8/2024 11:42 AM
125	The report seems wise and carefully written to me.	8/8/2024 11:25 AM
126	If the population is slowing or declining why should the boundaries be expanded? Sherwood does not have the infrastructure for expansion. The roads are overcrowded now.	8/8/2024 11:04 AM
127	Traffic and dense housing increases school crowding	8/8/2024 10:47 AM
128	How about we grow in the surrounding communities outside of portland? Office space downtown is empty, people are fleeing the city yet we want to rip and build on fatmland	8/8/2024 9:54 AM
129	I think we need more responsible growth. We keep building more while there are buildings sitting empty for years. Sherwood theater has been empty the old Hagens building in Tualatin also has been empty for several years as well as my others. Maybe before expanding one should consider repurposing existing buildings.	8/8/2024 9:42 AM
130	I can see wanting to expand the boundary to the north or SE. Tigard, Tualatin or Wilsonville will want to grab that space. There doesn’t seem to be a push from the west or Sw for that space. Need to not spread to far too fast. IMO	8/8/2024 9:37 AM
131	Not considering what is best for us in Sherwood. We like small community living. Stay away !!!	8/8/2024 8:49 AM
132	I think there are other places, for example West Lynn or Wilsonville that already have the beginnings to your urban sprawl. There are just too many roads that are congested and it’s becoming Los Angeles quite frankly disgusting. Please leave some of the cities in Sherwood Canby etc., so that we can have rural areas and people that want the countryside feel. Leave them alone.	8/8/2024 7:14 AM
133	it seems clear that the statistics regarding growth (population and growth) indicate that expansion of UGB is not needed at this time. The Sherwood West proposal is the product of a few influential politicians and developers, and is not the desire of Sherwood general population.	8/7/2024 8:21 PM
134	Does not consider the exodus of people from Portland to Washington due to higher and higher taxes; recent layoff statistics and declining population does not justify the need for expansion of the UGB; no indication of jobs to be created by each business when AI and automation are replacing workerrs	8/7/2024 7:57 PM
135	we don't need UGB expansions, there are so many places for redevelopment, and developers are making way too much money, create a local lending program for building affordable housing, and for wealth building for communities of color	8/7/2024 4:34 PM
136	It looks like a good plan.	8/3/2024 8:26 PM
137	Historical aspects, the heritage of native people, the preservation of land that may contain artifacts, minerals or be of historical importance. Or, significant & with a legacy of those who came before us. The rights of farmers, especially, families who have been tending to land (much of it which could be considered some of the best in the nation for agriculture) & animals for generations. Also, the Native Americans heritage & culture as many areas in Oregon have artifacts (that can easily be missed, discarded or ignored), historical & cultural symbolism & importance.	8/3/2024 12:50 PM

138	OR 99W and Sunset Blvd intersection needs a traffic study before the UGB is expanded, not after.	8/2/2024 11:42 PM
139	There are lengthy discussions about housing and industrial building, but no mention of commercial amenities close to housing. It would be nice to have restaurants that are not in strip malls and are more integrated into each neighborhood (like old Portland, with small stores, eateries, service stations among the neighborhoods). Feels less like SPRAWL.	8/2/2024 3:13 PM
140	The land that is left for residential development isn't always workable for builders. Sometimes the land, although surrounded by neighborhoods, cant gain utilities. Or the transportation plan doesn't match the development needs of the city. I'd like to see more opportunities in Tigard, Beaverton, Bethany, and Hillsboro.	8/1/2024 12:31 PM
141	No	7/31/2024 8:37 AM
142	Decide on buildable land areas based on _middle housing_ options, not single-family zoning!	7/30/2024 7:44 PM
143	Unfunded past needs.	7/30/2024 8:55 AM
144	the public is appalled at the appearance of high density neighborhoods. people are leaving Portland becasue if the fixation on density and the lack of senior living options. The public seeks more diversity in housing choices and more complete neighborhoods.	7/30/2024 7:14 AM
145	The urban growth boundary is one of Oregon's most valuable assets. Preserving this boundary in spirit and in substance is critical to this state being the place people choose to live.	7/29/2024 11:48 AM
146	not at this time.	7/29/2024 9:35 AM
147	The consideration of houses not being available or owned by residents. It doesn't do any good for the community if corporations or individuals are purchasing homes to use as rentals or other money making ventures.	7/29/2024 7:48 AM
148	no need to expand ugb, make esisting city more dense	7/28/2024 12:50 PM
149	Climate change, both how to mitigate it in the urban area as we grow, and how to reduce everyone's carbon footprint through planning.	7/28/2024 8:34 AM
150	Yes. There's a housing crisis. Homes are unaffordable. Supply is not matching demand. We should strive to have the same housing affordability as Michigan, not just accept that the west coast is expensive. We made it this way. We need to adopt the if we built it someone will live in it and build until the affordability crisis is abated. This report does not address the immediate needs nor total volume of new housing supply with the urgency the problem deserves from an organization that has the power to make a difference.	7/25/2024 7:17 PM
151	It looks pretty good	7/24/2024 5:33 PM
152	Yes. I have several concerns and oppose approval of the proposal: 1. The City of Sherwood failed to plan for traffic infrastructure related to the proposed growth, making the plan unfeasible. 2. The proposed industrial zone has large swaths of area that are designated at Title 13 upland habitat. The plan does not address this major barrier and operates on an assumption that the designation can be removed or does not apply. 3. The proposed industrial zone has a 500KV transmission line running diagonally through a central segment contemplated for large-scale development. Use within the easement is extremely limited (parking lots, containment ponds and the like), making the area not suitable for industrial development. 4. The area is not suitable for chip and other similar types of manufacturing due to EMI (electromagnetic interference) from the transmission line. 5. The proposed industrial site is in the gateway to wine country from Hillsboro and Beaverton, threatening the agricultural use that is a major benefit to Oregon's economy. 6. The proposed industrial zone is in close proximity to the Tualatin National Wildlife refuge, raising additional concerns about environmental pollutants in this ecologically sensitive region.	7/24/2024 3:55 PM
153	I agree with Dr. Gerard Mildner, Professor Emeritus of the PSU School of Business who makes these important points: 1) Metro should reject the staff's Draft 2024 Urban Growth Report. High housing costs are real. Working at home (now 24% of workers) requires larger housing units, not smaller ones. The existing UGB includes a lot of hard-to-develop parcels, as well as private zoning that prevents middle housing. 2) In the draft, staff argues that "fertility rates in Oregon are below replacement, so high population growth only comes from attracting younger workers. Younger workers choose multi-family locations. And more multi-family apartments	7/24/2024 11:56 AM

	means less acreage needed within the UGB. Hence, no need to expand the urban growth boundary..." There are two problems. First, multi-family housing is more expensive on a per square foot basis: Two-story apartments are the lowest cost form of apartments. Five-story construction like we see in Beaverton and East Portland require rents about 50% higher to justify construction and dominate when land costs are higher. True high-story using steel and concrete (or massed timber) requires a further 50% premium in rents, and dominate in downtown Portland. Hence, Metro is exposing us to further increases in housing costs. However, housing prices are never discussed in the Draft Urban Growth Report. Staff applies their engineering metrics of people per hectare, and ignores economics. Second, people age and have families. While it's possible to recruit college graduates to move to the region, the individuals seek larger housing units as they age. The 22-year old who arrived in 2024 will be a 42-year old at the end of the planning period. And as we discovered during the pandemic, single-family homes offer great opportunities for home offices, bedrooms for relatives, and backyards for children. We need to factor in that people grow up.	
154	I can see making a special exception for UGB in the case of Intel or another massive commercial project that's going to inject billions of dollars into our local economy. But that's the only exception. Suburban sprawl is a proven GDP killer. I have found the website Strong Towns to be immensely helpful in explaining to people why suburban sprawl is actually bad for economic development in the long run	7/24/2024 7:32 AM
155	It seems Sherwood will need more housing and mixed use high-end shopping areas for its residence. Already housing prices are high because there is a shortage in the area.	7/23/2024 9:20 PM
156	Denser Development	7/23/2024 8:54 PM
157	This report shows we have a shortage in housing and employment land and we need to continue to grow in a way that enables quality of neighborhoods, affordability and attract businesses. We need to continue to grow to be healthy.	7/23/2024 8:30 PM
158	The low value of subjective assessments of the types of growth that will occur in the future. Footnote 3 on Page 38 relies on jurisdictions own estimates of what kind of demand for housing there will be in the future, despite the noted clear market incentives to the contrary. Middle housing has only really been available for a few years, and that period has been heavily punctuated by the pandemic. The real impact of those changes will take decades to see, and subjective information about past growth patterns have little value in the face of the newly unleashed market demand that will, under all other scenarios, drive new growth. This is especially important to consider when every other scenario for growth supports Metro's policy goals. Finally, I find it very strange that only a single small city in the region has interest in expansion. Either that city is misinformed about actual demand (a "hospitality zone" in Sherwood, really?) or every other jurisdiction in the region has completely missed the boat. I think I know which is more likely. I suggest that the Metro Council take into consideration the dearth of expansion options being presented as further evidence that the demand for growth actually isn't there.	7/23/2024 6:39 PM
159	The estimates assume many things, but do not factor in new work from home models, AI impacts on work models, or any other forward looking assumptions.	7/23/2024 6:19 PM
160	By enlarging growth boundary you are taking away areas which are now rural and small woodlot areas enjoyed by middle class and lower class families and replacing them with small apt, house lots. The gap between the wealthy obama like estates and what you want to do will increase. And which group do you belong to?	7/23/2024 3:19 PM
161	I agree that the boundary should not be expanded and we should work to improve the existing land	7/23/2024 3:14 PM
162	Taking into consideration the land and low traffic needed in agriculture areas where you have animals, large machinery, etc which is impacted by bringing in commuter roads.	7/23/2024 2:12 PM
163	Severe traffic problems with overburdened road systems in Sherwood Oregon and SOLUTIONS before even considering growth outside the current urban growth boundary. No need for industrial growth outside of current growth boundary - extensive options along Tualatin Sherwood Road. Adequate development land within the current Sherwood boundary.	7/23/2024 12:06 PM
164	The need for farmland is critical. Other than a gratuitous statement of its value, the Report does not address the consequences of replacing fertile, productive land with houses and industry. Build those structures on poor soil, where farming is not tenable. This should be addresses in the Report.	7/23/2024 11:17 AM

165	A UGB expansion in a part of the metro area poorly served by transit and likely to be entirely car dependent does not align with any of our regions goals. As such, it's unclear why it's being considered	7/23/2024 2:36 AM
166	I think the zoning is way too aggressive, I think we need to honor what Tom McCall wanted for Oregon. I don't believe creating more homes is going to create housing that is more affordable. Supplies are too expensive and resources are limited. I think if we randomly infill without thinking ahead, then we're just going to be damaging Oregon as a state. I think we need to address infrastructure rather than just letting infrastructure motivate us to improve it based on building more homes. No toll without a vote. Let's stop copying municipal code in California and let's get with with the program on why people are moving out of California. Environmental first!!	7/22/2024 3:06 PM
167	Building designs with the change in climate in mind.	7/21/2024 10:35 AM
168	The area is losing residents. There's no reason to extend the growth boundary.	7/21/2024 9:00 AM
169	Looks good to me, just want more density	7/20/2024 9:12 PM
170	Do not expand the urban growth boundaries anymore. We have enough land within their current extent to build densely. This will preserve open spaces and discourage car usage which is bad for the environment; it will also encourage transit usage which is the way of the future.	7/20/2024 7:38 PM
171	No	7/20/2024 7:41 AM
172	Inclusive community engagement; conducting an equity assessment on the concept plan	7/19/2024 4:15 PM
173	Not enough work was done to analyze changes in policy that encourage veritcal growth and density in the existing lands. The report focused on unused/available lands, which is not the only way to change policy and discourage sprawl through UGB expansion.	7/19/2024 2:06 PM
174	First, if manufacturing jobs represent only 10% of total non-farm jobs in the region, why so much emphasis on it instead of prioritizing other sectors? Second, is there any study of the effects UGB growth causes on air and water quality? Pollution is a crucial factor to consider.	7/18/2024 12:03 PM
175	Residential RV parks and mobile home parks can be a very useful tool for lower income housing, but they are prevented in many communities and not mentioned in the reports	7/18/2024 6:16 AM
176	There is too little consideration for watershed restoration in suburban areas. At this stage in development it would still be easy for us to reclaim riparian areas and sections of streams with free flowing water and designate them for public use. If we wait twenty years more of that land may be covered with pavement or sterilized of natural habitat.	7/17/2024 11:12 PM
177	TRAFFIC 🛑	7/17/2024 6:04 PM
178	The report claims that more land is needed for "welcoming families". Aside from the city of Sherwood targeting employers not residential development, the claim that there isn't enough land for either is absolutely false. Look at the development adjacent to the Tualatin-Sherwood highway. It's all auto-centric, low-rise sprawl surrounding a wide highway that only induces more driving. Even the high school is auto-dependent. If Sherwood (and the rest of Oregon and the US) developed in a similar pattern as before the car dependent suburban experiment, there would be plenty of land available for new businesses and families. Instead of looking to reverse the mistakes of the past 5 decades, Sherwood is just trying to continue the auto-dependent development. The city is claiming that they need space for all type of housing and that land scarcity is driving up costs. That's baloney. The suburban development is what's made land scarce because of inefficient use. And an efficient use of land will make land available for housing. Just not the typical suburban single family detached housing. And while the state mandates sidewalks and bike lanes, it doesn't mean that they'll be used when the destinations are far apart and the environment is hostile to the development. Finally how does all this need take into consideration the development going on in King City, Hillsboro, etc.? If you're only looking at Sherwood in a vacuum, then you are missing the cumulative impacts of development as well as trying to steal jobs from surrounding communities.	7/17/2024 2:18 PM
179	The will of the people who live here.	7/17/2024 2:00 PM
180	This expansion creates too much low density housing. If the proposal is serious about creating more housing and jobs it should only include space for multifamily housing that can be mixed with commercial spaces. We need more NW 23rds not more Lake Oswegos.	7/17/2024 9:20 AM

181	No. Please approve it	7/16/2024 11:18 PM
182	For Sherwood to maintain its quant quiet small country town feel it cannot continue to sprawl out into the countryside that makes Sherwood what it is. There is enough space currently in the city that should be reimagined and redesigned to support more homes and people	7/16/2024 8:46 PM
183	The report did not consider the potential impacts of climate change, in terms of population increases in the Northwest due to cooler weather and water availability relative to other parts of the country, and also impacts of climate change on the wildland urban interface and how this could impact fire risk for the edges of the Portland area.	7/16/2024 8:26 PM
184	Plan more roads. Stop allowing destruction of natural area and trees and require trees be preserved as well as more planted instead of grass.	7/16/2024 6:26 PM
185	I think a more in-depth analysis of how mixed use and/or dense an area needs to be in order to, at the very least, financially break even (taxes collected minus cost of local services provided), would be highly beneficial, especially if it can be put in a visual format which is much easier to understand. Urban3 (which worked with the City of Eugene) does this kind of work, and I feel Metro may gather very valuable information from this type of analysis, even for specific areas within the UGB. Financial viability should be at the core with Metro's development decisions so ensuring this single element is achieved and can be demonstrated to the public with figures and images seems an essential element to consider.	7/16/2024 5:52 PM
186	I think the decision makers have already made up their minds on what they plan to do and it many times is not in the best interests of the communities	7/16/2024 12:20 PM
187	No.	7/16/2024 10:24 AM
188	The employment and population forecasts are unduly pessimistic. This area has done better than national trends consistently over the last few decades, and the forecasts appear to anticipate decades of decline.	7/16/2024 9:04 AM
189	Funding for schools! You cannot expand boundaries and overfill our schools without discussing how these (and other entities) will see a compensatory increase in funding.	7/16/2024 8:09 AM
190	There needs to be more land opened for more housing. We need to restrict Airbnbs as almost a quarter of homes are being bought by investors and rented out increasing the cost to rent and to buy. If we limit airbnb or charge a fee for doing Airbnb we can create revenue to allow for more subsidies on housing. But the biggest need is a larger amount of buildable land so people can actually afford homes and lower price.	7/16/2024 8:00 AM
191	Metro needs to read between the lines of the Expert's analysis. Even the small baseline growth assumption seems optimistic. Developing suburban land will not create "affordable housing" in locations where it is needed.	7/15/2024 8:39 PM
192	Why do we need to create conditions to attract people to settle here? It's okay to not do that. They will go elsewhere and that is okay. We have always been fine. We already have too much congestion and need breathing room.	7/15/2024 7:50 PM
193	I think crowd control. If you are going to purchase a house, chances are you want a yard, places to safely park (or where guests can safely park), and really resources and road/traffic control. The bigger Portland gets, the more cars on the road…maybe it's time to consider different highways that avoid clustering the hwys that already exist. Wildlife also needs much more considerations. We have a lot of animals that migrate through the season and even during the day, they need safe areas to complete this. Tigard has amazing walkways through the city which follow a stream and tons of wildlife use it for traveling away from cars as well as a food, shade/shelter, and water source. It's surrounded mostly by roads with low speed limits which is helpful too.	7/15/2024 7:17 PM
194	Quit taking out property	7/15/2024 6:47 PM
195	More focus on providing good housing for all demographics and not creating slums. More focus on transportation as well as drivability. More focus on public safety, education, sustainability,	7/15/2024 5:54 PM
196	Maintaining an affordable supply of single family and mid density housing	7/15/2024 5:28 PM
197	Too many people in the boundary lines causes insane traffic for people living near the highways. I can't even get out of my neighborhood to turn on to a road because there is so much traffic	7/15/2024 5:12 PM

198	The proposed size of the UGB in Sherwood seems extraordinarily oversized, with lands that are currently used for employment in forests, farmlands and wineries being usurped by potential new employment that is uncertain. Damage to watershed and forest lands are not be duly scrutinized.	7/15/2024 3:31 PM
199	Thank you for the survey. Please remember to hear both sides of the coin in all of these affairs.	7/15/2024 3:25 PM
200	When economic development staff in the region are working to attract employers, they need quick decisions. We never have enough options. I think the semiconductor task force and the state's decision to allow an expansion if the opportunities present a quick decision. More 'optional' land could be a good policy when all the right conditions are met.	7/15/2024 2:14 PM
201	I think you are gonna see tons of commercial land come up for sale and flud the market with people working from home. Maybe a plan to convert through building or land inside the urban growth boundary to housing. That will help. And cut all the red tape to build on the land we have now. No one can developed land if it cost 125k just to see if anything can be built.	7/15/2024 1:45 PM
202	Farm land and wild spaces, especially in sherwood. It would be preferable to establish larger housing withing existing city limits vs expanding into the broader area	7/15/2024 1:41 PM
203	Build the infrastructure/roads/ammenities before allowing more residential	7/15/2024 1:35 PM
204	It's good. Let's fund it.	7/15/2024 1:17 PM
205	See above. Expanding the UGB for the sake of more single-family residential development is merely blessing sprawl. Thank you.	7/15/2024 1:12 PM
206	Underproduction on recently added lands to the UGB suggests that proponents for expansion are not honest in their assertions. Also, recent proposals for expansion of nearby UGBs, as in North Plains, utilize regional rather than local growth to make their need case. This suggests, at a minimum, that nearby cities should be added to the Metro UGB should they seek to expand their UGBs.	7/15/2024 12:58 PM
207	The cost of living is only mentioned twice in the draft report. Perhaps addressing this would help with uncertain emigration numbers.	7/15/2024 12:40 PM
208	No	7/15/2024 10:53 AM
209	Fewer parking lots, less sprawl, more dense housing, narrow freeways and add tolls, more bike paths	7/15/2024 10:35 AM
210	While you give lip service to climate change, not enough is being done.	7/15/2024 9:56 AM
211	See above. Do not open the UGB to large plots of ‘farms’ that get reduced taxes for having a llama ir Christmas trees. We all know that is a sham to allow rich people estates.	7/15/2024 7:25 AM
212	No	7/15/2024 6:07 AM
213	I am older woman, age 74 and do not think you are taking into account people like me who living long. Keep public transportation strong so I can go Places. I work part-time and still drive a car but not for long so please don't disregard the needs of older people like me.	7/14/2024 5:37 PM
214	The mobility corridor connecting Portland, Tualatin, Sherwood, Newberg, Dundee, McMinnville, Sheridan, and Lincoln City needs a major upgrade, especially with the growth planned for Sherwood West, and continued growth in Yamhill County.	7/14/2024 3:55 PM
215	Community wants. Oregon talks a big game but consistently underestimates what is needed. See the lack of lanes on 217 while light rail was promoted, people do not want mass transit but tax dollars are wasted instead of put where the community wants. Soulless development of cookie cutter houses replace rural and natural areas. Oregon is supposed to be about conservation, not how many tax revenue lots can be jammed into the urban growth boundary.	7/14/2024 3:35 PM
216	Please stay away from Sherwood'as green space, wetlands and agricultural land.	7/14/2024 3:25 PM
217	The Sherwood West proposal as it pertains to Lebeau and the nearby Edy road area. There is no need for additional industrial growth in these areas. We live in the area and are members of local wineries there, all of our neighbors are against the unnecessary growth in this area. I am concerned for the environmental impact that growth in this area would cause and for the loss of the natural beauty that drew us to Sherwood. Tualatin-Sherwood road holds plenty of space for	7/14/2024 2:16 PM

	industrial growth and it is not needed on the Lebeau/Edy side of Sherwood. Please consider the residents and the environmental beauty of these areas before approving this project as it will bring a negative impact on the community.	
218	Most important the limited water supply of Chehlam Mt. has been taken into consideration at all, particulary based on the models of the past yrs of shifted temperatures and climate. People move in , parks r created and water wasted to.kerp them all green. Chehlsm Mt. does not have an aqua fir and must rely on rain which has been heavily impacted. 2. The infrastructure and traffic patterns were not considered at all for the area. Development is allowed to come first and no infrastructure, then yrs if worthless construction and traffic jams. 3. Sherwood City council only wants the profits.	7/14/2024 1:53 PM
219	No	7/14/2024 12:44 PM
220	No	7/14/2024 11:19 AM
221	There are so many new buildings and warehouses and apartments and such in Sherwood we don't need to take up any more farmland. And we really don't need that much more congestion on that side of Sherwood.	7/14/2024 11:16 AM
222	Traffic, funding for all the growth expansion. Sherwood residents already paid for a gigantic high school that is only a 1/3 of total capacity. Sherwood residents do not want to fund more unwanted and UNNEEDED expansion into our green space and precious ag land.	7/14/2024 10:28 AM
223	Not enough infrastructure or community input	7/14/2024 10:25 AM
224	Citizen comment	7/14/2024 10:13 AM
225	The North District is currently farm land and at the base of a hill that is all agriculture. We do not ag land this developed into manufacturing and commercial space, adding more traffic to an already bottlenecked Roy Rogers road. Sherwood already expanded to develop more commercial space. This land has not been fully developed, yet the city is already asking for more. tualatin, King City, and Beaverton, All bordering cities of Sherwood, I've had massive growth or art currently in the growth process. The city of Sherwood demonstrates a lack of need. Metro must consider want verse need in this scenario. This ask would expand the city of Sherwood by 41%, an obscene amount of unnecessary growth into utilized farm and agriculture land. The land that the city is requesting, backs up to a national nature preserve, a precious creek and wetlands, and farm land that is all currently farmed. This land ask is unneeded and unwelcome but the majority of Sherwood residents. This has been demonstrated by a survey of Sherwood residents. Over 80% of residents rejected the city's proposal plan.	7/14/2024 10:03 AM
226	I think the decision-makers need to put more emphasis on how we are traveling around the city and look to boost trimet influence on the city. More bus lanes and build the southwest line.	7/14/2024 9:25 AM
227	Need to better factor in seniors	7/14/2024 12:07 AM
228	The house size was not considered. It would be wise to focus on density increase and apartments building woth mentioned family size decrease.	7/12/2024 11:40 PM
229	I appreciate the focus towards climate change and there was more focus on car free infrastructure than I was expecting. But one thing I think needs improvement is a stronger focus of prioritizing more dense housing and their proximity to green spaces. It seemed like when looking through the proposals, the low density SFH areas were closer to the nicer park areas. I also think this area needs to prioritize state of the art bike and walking infrastructure. The trails mentioned sounded good, and it would be great if they were totally separated from car right-of-ways. I would prefer all of this to not happen at all, but if it did, I want to see it done right with good urbanism design features and reducing reliance on cars.	7/12/2024 8:13 PM
230	no	7/12/2024 7:47 PM
231	Vertical development is a direction - we can build up, build density, and single family car oriented development is not necessary at this point. There is a lot of density to build and zoning + investments can make it happen.	7/12/2024 6:10 PM
232	more thought needs to go into transit access	7/12/2024 5:31 PM
233	We need housing and commercial offerings where schools and business In order to contain traffic - housing and commercial offerings must surround schools and places of events.	7/12/2024 1:10 PM

	Washington County is not well organized, there is a lot of driving to get from one place to another.	
234	Equity and access to opportunity and how severe restrictions on the urban growth impact communities of color and other disadvantaged populations.	7/12/2024 12:23 PM
235	Suburbs destroy ecosystems, increase emissions, decrease equitable access to nature and heavily reduce human interaction. They are not the right answer to expansion.	7/12/2024 7:47 AM
236	I didn’t see much of anything on the bicycle network and how it will fit in with the surrounding environment. After all at the center of the expansion is a high school and students should have access to safe and efficient routes to their schools.	7/12/2024 12:22 AM
237	Climate change, ecosystem loss, equitable access to nature. Greater density is the solution, not the occupation of land that should be wild.	7/11/2024 10:31 PM
238	Please consider housing outside of single family homes. As long as we can transit to home, to work, and to green spaces, we don’t need the suburban dream which is much harder to maintain and really limits growth	7/11/2024 6:57 PM
239	Yes. We do not need to expand the UGB, in Sherwood or anywhere, to accommodate the region's growth. UGB expansion areas always just produce more high-end housing, not the more-affordable options that we need the most. Further, building new housing at the edge forces people into their cars, increasing their household expenses -- also not great for lower-income folks. We ESPECIALLY need to stop expanding the UGB far from transit. The region really f'd up in allowing Happy Valley to happen, but not planning to extend MAX to serve it. We're not planning to expand MAX to Sherwood. Therefore, we should not expand the UGB there. Simple as that. Vote no, go home, and spend some of your vacation time.	7/11/2024 6:12 PM
240	Low density development, transportation, car dependence, cost of living including transportation	7/10/2024 10:14 PM
241	Need to consider how Sherwood can be more judicious about densifying it's existing land	7/10/2024 9:51 PM
242	Metro's regulatory process bogs down housing development - development being so needed to put young people/families into their first house and put them on a road to individual prosperity.	7/10/2024 8:30 PM
243	Low density housing should not be added. Low income housing should be 50% of all new housing in expanded area.	7/10/2024 5:14 PM
244	Transportation has to be a major factor in this decision. We must greatly decrease vehicle miles traveled while increasing access to housing.	7/10/2024 12:08 PM
245	You will kill the vineyards and wineries business around here if you keep building lower income housing. And that is an important part of Sherwood/Newberg/Dundee tourism.	7/9/2024 9:48 PM
246	I did not see enough emphasis on local (city) decision making and responsibility. Plus, I did not see enough working together between regional and local government and insufficient level of public information and reaching out to get every one involved.	7/9/2024 3:43 PM
247	?	7/9/2024 3:15 PM

Q5 Please provide your comments on the Sherwood West proposal in the box below.Proposal Summary:Name of urban reserve: Sherwood West Gross acres: 1,291 acresHomes planned: 3,120 – 5,580 unitsJobs planned: 4,500 jobsThe City of Sherwood has proposed expanding into the Sherwood West urban reserve to support development of homes and jobs. The planning for this area began in 2015 and has resulted in a concept plan that reflects the community's priorities for employment and economic growth. The plan also reflects new housing regulations meant to encourage the development of many different types of housing.To learn more about the project proposal, visit the webpage.

Answered: 182 Skipped: 183

#	RESPONSES	DATE
1	This city has NOT done an adequate job of utilizing existing development nor accurately forecasted the growth. Our incredibly expensive high school is underutilized and we're paying for it as tax payers. This is not the right direction to go for Sherwood.	8/23/2024 10:11 AM
2	This is a land grab. There is no reason to disassemble rural properties & farmland, destroy peoples businesses, introduce commercial/industrial complexes (when there are empty & unleased inventory) create high density housing when research shows a decrease in population, deterioration of the level of education in the school system, and housing prices skyrocketing. I am all for growth in a measured & logical manner when the need arises. There is no evidence that supports an inclusion of this magnatude	8/22/2024 10:03 PM
3	I am totally against the growth proposal	8/22/2024 9:46 PM
4	this may not be the right place to put this, but I found the webpage difficult to navigate—it was hard to find the information I cared about and if I hadn't been wanting to fill out this feedback form, I probably would have clicked off before getting the answers I wanted. something about the navigation could be clearer (I wasn't even really sure if the right webpage was linked at first)	8/22/2024 9:42 PM
5	Sherwood currently has some of the most expensive utilities. There is no financially viable way to expand housing and businesses and keep the livability of Sherwood affordable. Sherwood is in the middle of wine country, a huge economic resource for the State of Oregon and the Metro area. Expanding the Urban Growth Boundary will cut into this critical agricultural land needed to help further Oregon's wine industry. On top of this Oregon is known world wide for its amazing views and natural beauty. Swaths of industrial parks and cookie cutter housing is no way to help Oregon or Oregonians in developing affordable and liveable housing. The current plan suggested is not a wise option for the viability of Oregon's future and I stand against it.	8/22/2024 7:10 PM
6	Sherwood is not ready for more growth. Part of Sherwood charm is open spaces, wineries, and fram land. It's rural and near major cities. Road s are not sufficient for the traffic as it is. Losing forested land would be a huge downfall and make Sherwood less desirable	8/22/2024 6:55 PM
7	To whom it may concern, As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community. Keep our small town feel! Ask people why they live here...it is because of the small town feel....do not become a Beaverton! Sincerely, Patricia Hales	8/22/2024 6:34 PM

8	I disagree with the expansion of the urban growth boundary.	8/22/2024 6:31 PM
9	I support the Sherwood West Proposal	8/22/2024 4:40 PM
10	Being a property owner in the proposed expansion area who farms the land this expansion pushes us closer to losing our lively hood. Developers are continually contacting us and wanting to purchase our property. We are not interested. This is a very large expansion request. Is all or any of this land really needed now?	8/22/2024 11:53 AM
11	The Sherwood West Fact Sheet notes that, in an expansion proposal, cities are asked to show that “development of the proposed expansion area is feasible and supported by a viable plan to pay for needed pipes, parks, roads and sidewalks.” I commend Metro for asking cities to demonstrate this. Based on the Sherwood West expansion proposal, I do not think that the City of Sherwood adequately demonstrates that infrastructure development is feasible. Appendix B of the Sherwood West UGB Expansion Proposal Part 1 discusses infrastructure funding for the proposed development area. On Page 316, Leland Consulting notes: “Across both scenarios, revenues generated under a full buildout of Sherwood West are sufficient to cover estimated infrastructure costs for sanitary sewer and parks, but not for water, transportation, or storm infrastructure.” Additionally, they note, “ It is not unexpected to find a deficit for transportation infrastructure…when considering that many local governments are challenged with funding road development and maintenance.” The proposed funding strategies on subsequent pages are not guaranteed, and they largely address upfront development costs rather than maintenance costs. A city should not be allowed to expand the UGB without the ability to pay for ongoing maintenance. With our current inability to fund maintenance, people in the Metro area are already experiencing the negative effects–why exacerbate this by further sprawling outwards? The development in the proposed expansion area will not provide the tax base required to support their infrastructure in the long-term, and it is unfair for other areas of Metro to subsidize the City of Sherwood’s expanded area.	8/22/2024 11:40 AM
12	I believe very little thought has been put into the traffic these 5,580 homes will create. Average 2 cars per home so an additional 11,000 cars will be on raods that are already conjested. Also you are going to burden the current property owners with additional taxes for improving infrastructure, roads, schools, and fire stations that these 5,580 homes will require. You are taxing the current property owners right out of their own homes just to make room for people that don't even live here yet.	8/22/2024 10:22 AM
13	Doesn’t seem like the plan accounts properly for the cost of maintain this sprawl infrastructure, and they certainly have not maximized the housing and jobs potential within their current perimeter.	8/22/2024 10:10 AM
14	The Sherwood West area consists of farms, forests, and other properties in the hills of this countryside. Most of it is not suitable for the increased traffic that this development would bring. If you are inclined to approve an expansion, I strongly urge you to reduce the amount of acreage dramatically. There are few east/west roads that connect Sherwood West to Hwy 99W (which is our lifeline to everything), and the City has no plan or intention to increase those. They have only proposed new north/south roads which won't connect to Hwy 99W. I fear we will all be stuck in a logjam up the hill unable to access Hwy 99W if several thousand new residents are put here. This is an area of sloped, narrow, two-lane roads. The intersection of Edy Road and Hwy 99 can't be expanded due to Walgreens being on one side and the Providence building being on the other. It's going to create unsafe conditions and car accidents for the existing residents along the side streets who need to pull out onto Edy Road if there are thousands of additional vehicles to compete with. If you need one example of traffic dysfunction that has been created by adding thousands more homes all in roughly the same geographic area, like the South Cooper Mountain, Tigard/West Tigard, and King City expansions, look no further than SW Fischer Rd and Hwy. 99W. Traffic traveling north on Hwy 99W often comes to a stop well before this intersection, because there are so many cars making a left turn onto Fischer Rd that they have spilled over the quite long left turn lane and are now stopped waiting to turn left while in the left TRAVEL lane of Hwy 99W. This is right in front of a TVF&R station, and the results of this grid lock traffic are going to prove tragic when an emergency arises, and fire trucks can't get to where they need to go.	8/22/2024 3:04 AM
15	The City of Sherwood, according to available information, has an employment-population ratio of about 50%. This is extremely low, even compared to nearby cities. This is because Sherwood is a suburb, with a high median income, far from job centers, and dependent on freeways for access. This sort of pattern of predominant single family homes, with few jobs, connected by freeways, is catastrophically bad for regional health. The reason Sherwood wants to expand its UGB is exactly because it requires continual sprawl to fund the borrowing	8/21/2024 11:14 PM

	it made in the first place. While I appreciate Sherwood is seeking to add additional jobs and create mixed-use neighborhoods, the fact remains they must first do this within the existing city boundaries. The city has proven incapable of mixed-use neighborhoods close to jobs and schools. Giving them more land and hoping they 'get it right' does not make sense- and it shows in the proposed zoning, which is still predominantly low-density residential. In fact, the breakdown of zoning reflects existing Sherwood zoning quite directly. I don't know why we would expect a better use of new land. To accomplish regional goals, and even to create a healthy Sherwood, we must develop existing land within the UGB so we can create financially and environmentally sustainable population growth.	
16	Please make sure this doesn’t turn into typical urban sprawl that’s bad for the environment and pushes out low income bipoc communities.	8/21/2024 11:11 PM
17	I am against the industrial expansion. The City has been Disingenuous about the planned use of the mixed employment area during all it's public outreach. Industrial use was only mentioned during after the outreach was finished. Do not think for a minute there is support within the city for another industrial area. Just look at their actual Sherwood West Concept Plan. They did not discuss industrial use. The plans for Elwert Road are inadequate to support the regional traffic connector role for which it serves. The City made vague statements about a north south connector. Their own traffic studies showed such a connector would not be used. Plus due to the steep slopes in the area it would be too expensive to build. The City also did not represent they would be asking for the whole area to be brought in. If Metro approves the ask, given the City's lack of transparency it is quite likely there will be a major outcry by the voters and the City Council will once again be forced to withdraw the ask. Just like happened in 2017.	8/21/2024 11:04 PM
18	this land will be on the urban fringe and will increase regional VMT substantially while creating more infrastructural liabilities. This kind of development is making us poorer and needs to be stopped. We need to stop this sort of thing by a building boom in more central areas.	8/21/2024 8:18 PM
19	Land use to facilitate industry is poor use of the proposed expansion. The land is too close to existing residential land, farm land, and protected habitat. Additionally, there is minimal exploration of a feasible way to support the growing and expanding transportation needs of the aforementioned proposed industral space.	8/21/2024 6:15 PM
20	The Proposal is not reflective of actual population growth and community needs. Expansion size is ridiculous. Fails to consider long term costs to current residents in terms of taxes to support the infrastructure that would be needed to support this plan. Tax burden analysis seems to be missing altogether.	8/21/2024 5:56 PM
21	Work on densifying existing neighborhoods instead of focusing on sprawl. Expanding the boundaries of the city will force the city to stretch it tax revenue even further than it needs to now.	8/21/2024 4:57 PM
22	For the Sherwood West expansion plan that was submitted in 2016 doesn't reflect the more recent population decline. The concept plan should be scaled back to reflect more current data and the UGB expansion should be 50% the original submission. Additionally, their concept plan doesn't adequately address the funding of infrastructure. Such a large expansion is not warranted at this time. There will be opportunities for additional land to be added if necessary.	8/21/2024 4:22 PM
23	Specifically in the Sherwood West expansion, the concept plan did not represent the will of the majority of Sherwood residents. 80% of residents did not want to see the level of expansion and were gravely concerned about how it would affect the livability and sense of community that already exists. There is no reason to add the entire amount into the UGB at this time, smaller more thoughtful expansion was never considered and the cost to add services support this vision and will be a huge burden to citizens, despite the city claiming it will not. Also the inclusion of light industrial so near many farms and vineyards is just irresponsible. Many of the discussions the city mentioned was to tout Sherwood as a gateway to wine country, yet we would do major harm to the two wineries closest to us. Also the concept plan around Elwert being similar to Sunset doesn't make any sense given the already burdened use of Elwert which will grow dramatically if the planned growth of homes and light industrial actually went in. Overall citizens have been providing specific, data-driven feedback during this process raising concerns, which the City noted but never really addressed. Yes they asked for citizen feedback, but most was ignored as citizens just saying "no growth" when in actuality we were trying to raise visibility to some of the serious oversites in this plan.	8/21/2024 3:07 PM
24	Build denser, not outwards. Suburbia can't pay for itself in maintenance once it ages a couple of decades, which is why it always needs to expand outwards for new tax bases. This is just	8/21/2024 2:39 PM

	kicking the can down the road. You can achieve all your stated goals by simply building denser in the existing boundary. Don't expand the UGB.	
25	1: Proposed Gross acres is a very large percentage relative to current existing gross acres of Sherwood. 2: Projected population growth rates, as stated in Metro's report, is much smaller than what Sherwood proposes. 3: Sherwood historically has not been a large business / employment location. The proposed jobs would change the community character, not for the better, that Sherwood currently enjoys. 4: Most new jobs would be filled by people who don't live in Sherwood, for a variety of reasons. Traffic congestion will increase. 5: Most new families that would live in the homes planned would work elsewhere. Traffic congestion will increase.	8/21/2024 11:12 AM
26	We will move out of Sherwood if it goes through.	8/21/2024 8:39 AM
27	I would prefer to keep Sherwood smaller than the full Sherwood West project proposes. I don’t mind some of the expansion but I don’t think all of the proposed zones are necessary. Let’s keep Sherwood special by not making it so easy to live here that all Our property values decrease.	8/20/2024 11:41 PM
28	Sherwood does not have the infrastructure to support the amount of development proposed in this expansion and frankly there is no need for this amount of land to be added into the UGB at this time.	8/20/2024 6:27 PM
29	I think the city of SHERWOOD is asking for way too much.. I am concerned about the logistics of where they want to put light industrial. I don’t think it’s necessary. The whole reason I moved to SHERWOOD is the small town feel. Their proposal makes me feel like I will be pinned by businesses and not the kind I want to be around. Growth is good, but it needs to be smart. I think SHERWOOD is trying to ask for the world when it should be asking for a small portion.	8/20/2024 5:07 PM
30	As a resident of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.	8/20/2024 4:55 PM
31	Allow all of the proposed increase. Growth will only happen at rate of needed services like water, sewer, and other facilities.	8/20/2024 4:52 PM
32	See above.	8/20/2024 4:22 PM
33	Expanding makes no sense without a viable Western Bypass Freeway to alleviate the already intolerable traffic load on rural roads. Without it, more density would be intolerable and irresponsible.	8/20/2024 4:10 PM
34	I vehemently oppose the expansion into Sherwood West. Previously designated Title 13 properties are now being planned to be light industrial with no thought for where the wildlife they are wiping out will go to. Elwert Rd. is already heavily traveled with 1000's of cars going by each day through an area of farmland, wineries and small farms. There is are multiple fish bearing streams at the confluence of Chicken Creek that will be greatly impacted by increased construction. None of the plans that have been presented adequately address how the bridge over Chicken Creek or re-routing of Elwert to mitigate costs is going to be paid for. The addition of the massive high school to the Sherwood area was done at great increase to the taxes of those within the Sherwood City limits and those that live outside the city limits. The Sherwood School District projected student population does not match what the City of Sherwood is projecting. In fact, the school district expects the high school population to go down. We don't need more development in a rural area when we are already paying for an expensive new school and the plans for the main arterial funding are unclear and nebulous. Now is not the time to expand into Sherwood West!	8/20/2024 3:55 PM
35	The roads immediately surrounding the proposed neighborhoods are county land and considered rural roads with a speed limit of 55 mph. Putting families near these roads seems dangerous without a proposal to address this. Also, we are putting physical barriers between our main thoroughfare, the 99, and our most famous wineries, Hawksview and Alloro, both of which are well known, with Alloro recently being placed on the top 100 in the world. We need to design pathways through Sherwood into wine country, rather than being a stop along the way to Newberg and Dundee.	8/20/2024 3:51 PM

36	I think this is a great plan in general. I would caution against too much vertical mixed-use, most of the ones I see end up with most of the commercial space vacant anyway which is such a waste.	8/20/2024 3:39 PM
37	This expansion is not supported by the current and expected growth of the area by Metros own numbers. The city has not provided adequate or reliable numbers to support this request.	8/20/2024 2:56 PM
38	Without funds to resolve inadequate access to I-5 for commercial transportation and efficient movement of local travel, expansion will only worsen the gridlock and further erode productivity and quality of life.	8/20/2024 2:04 PM
39	The city is grossly overestimating the growth in the next decade. There is no data to back up the request to add so much land to the UGB. With much of the agricultural and open land to the east and south (between Sherwood and Tualatin and Wilsonville) being gobbled up for light industrial and housing, the area is losing too much of the agricultural/natural land. Furthermore, the city has very little connection to public transportation so the proposal can only lead to worse congestion. Lastly, the City has not maximized the current boundaries for affordable housing and jobs. There are plenty of opportunities (considering the much more modest growth projections) within the current boundary if the City plans properly.	8/20/2024 9:54 AM
40	This project would make more sense if it was built in conjunction with a WES regional rail spur but it lacks a Right of Way reservation to build such a line. There is currently a plan to extend WES to Salem meaning smart TOD could also make Sherwood a commuter community to Salem in addition to Portland or Beaverton. WES currently underperforms, but if development took WES into account, it could turn into a system more like RTD or SEPTA.	8/19/2024 6:13 PM
41	Creating more jobs than housing units would be a mistake. That said, I support the proposal.	8/19/2024 12:08 PM
42	This is a terrible idea. There’s already so many empty lots in the Portland region. Not to mention, so many parts in Portland where buildings could be built taller. Sherwood is already on the edge of the metropolitan area, and having this development would cause more traffic, more urban sprawl, and get us away from the core ideas of the urban growth boundary.	8/18/2024 11:24 PM
43	As a resident of Sherwood, I was wrong to be okay with this. Suburban expansion must be stopped at all costs. Let the farmers keep their land, don't let us build around and effectively force them off land their families have had for generations.	8/18/2024 10:37 PM
44	Quite literally, nobody wants this. Add density to the existing boundary.	8/18/2024 9:26 PM
45	This expansion is unnecessary. Sherwood should increase density and housing within the existing boundary	8/18/2024 8:32 PM
46	I’m sick to my stomach, the city can’t is not ready for this	8/18/2024 7:06 PM
47	As a resident of Tualatin near Norwood road and the city of Tualatins Basalt Creek planning area I have witnessed first hand how promises of greater middle housing have failed to address the housing crisis in the region. Homes with shared walls selling at 450-550k and detached homes in the new development selling for 650k up to near 900k dollars. While the central city of Tualatin remains empty and uninteresting. The area around the Tualatin Commons remains an empty gravel lot and an empty parking lot at a shopping center that has lacked a primary tenet since Haggens went bankrupt 9 years ago. By voting yes on the current plan you allow cities like Sherwood to ignore urban blight like the empty parking lots around a regal movie theater that has been closed for 2 years now. If our region is serious about climate change and the housing crisis we must push for our cities to redevelop and increase density in our cores rather than building 500k dollar shared wall units and 650-800k detached homes. By voting no Metro can leverage our cities to not build out like Los Angeles and Texan cities but up like Vancouver BC and Seattle.	8/18/2024 5:12 PM
48	Do not allow Sherwood city government to do this, force them to build more infill affordable housing and less of this car dependent, road dependent suburban single family housing.	8/18/2024 2:27 PM
49	Sherwood should not be granted this UGB expansion due to the illegality of apartments and dense multi family housing in the majority of the city. Furthermore, adding sprawl to the SW metro specifically has the worst effect on traffic in the region, due to almost no high capacity public transportation. 99 is already a dumpster fire.	8/18/2024 2:27 PM
50	The citizens of Sherwood have voted several times in the past not to expand the UGB Sherwood West. We are not anti growth but we are smart growth. We don’t want this area of	8/18/2024 2:11 PM

	Sherwood looking like the areas on Roy Roger's Rd(Tigard and Beaverton). My vote and 70% of the citizens that this would directly impact do not want this area annexed into to UGB.	
51	I already gave some of them, but why we need to expand by destroying farmland instead of using the ample space between Sherwood and Tigard/King city, Sherwood and Tualatin, or Sherwood and wilsonville, is beyond me.	8/18/2024 1:22 PM
52	The City of Sherwood has an apartment ban that encourages poor land use. They should stop building sprawl and instead should focus on denser development.	8/18/2024 1:13 PM
53	Looking forward to more commercial zoning for jobs and businesses	8/18/2024 1:06 PM
54	Metro should reject this plan. Cities in Washington County have the capacity to accommodate housing growth, but they maintain apartment bans across the overwhelming majority of their existing residential land. They need only to end their exclusionary zoning practices (and reduce other barriers like exorbitant SDC fees) to get housing built. I'm less familiar with the demand for industrial land, if there is a need for more I'm not opposed to a partial rejection that only allows for the employment land component of the expansion.	8/18/2024 11:53 AM
55	As a Tualatin resident, I strongly object to this plan. The transportation connections are poor, and our region has no shortage of buildable land already in the UGB. We need infill, not more fire-prone sprawl into farms and forests. Oregonians have repeatedly said no to California-style sprawl. Please listen to us.	8/18/2024 11:30 AM
56	To much to fast.	8/18/2024 7:22 AM
57	This new area is unnecessary, and will take away what makes the community unique. I moved to Sherwood, as I loved the farms and open space.	8/18/2024 6:34 AM
58	I don't think this should even be considered until we get more than one grocery store in town. I just feel like the cities priorities are way off track.	8/18/2024 1:14 AM
59	Home prices in the Portland metro area have risen by 75% or more over the last ten years. We need to build more housing desperately and are not at risk of "overbuilding" - at worst this would reverse some of the run-up in prices due to past severe undersupply. I am in favor of allowing more housing to be built as much as possible.	8/17/2024 2:50 PM
60	Continuing to develop our important farmland leads to loss of orchards, vineyards, etc, and pushes already displaced wildlife into urban areas (we have a black bear roaming in our inner Sherwood housing area this year). Our roads are in a continuous state of upgrade and expansion that STILL cannot keep pace with development.	8/17/2024 8:32 AM
61	We don't want Sherwood West Expansion to happen. We live directly on Edy Rd which will be inundated with traffic, congestion and construction. We moved here to live in a small town and enjoy the farmland and wineries nearby. We don't want to end up like Beaverton.	8/17/2024 8:06 AM
62	Keep farm land as is	8/16/2024 11:09 PM
63	I think your growth models are antiquated. Where are the people coming from?	8/16/2024 9:34 PM
64	I am opposed to the expansion as it will utilize land that is currently agricultural and it will increase congestion in the area to the detriment of the current community. It does not address the need for fixing the existing congestion problems before adding to them.	8/16/2024 4:29 PM
65	My perspective, right or wrong, is that this proposal is naturally being driven by developers - those who will benefit the most and not the citizens of our local communities.	8/16/2024 4:29 PM
66	Building in the agricultural area that is being proposed will ruin the region and the character that we all love. No one wants housing and development next to wineries and orchards. You have clearly not heard the booms of the cannons that are used to keep birds off of the grapes during harvest season or else you wouldn't have proposed this.	8/16/2024 11:47 AM
67	Traffic is already congested at certain times during the day….how will that be addressed? Affordable housing is needed but some kind of rent control needs to be considered. Love small produce farms ….dont loose those in the expansion process. (Red Berry Barn). How will this expansion affect Newberg and the proposed by-pass?	8/15/2024 12:23 PM
68	We don't need the houses here. There are already 1000 new homes and not the infrastructure for it. Then all the farmland is gone.	8/14/2024 1:10 PM

69	This is excessive and unnecessary In 2022 Metro projected Sherwood would grow by a scant 3% over the coming decades. The Sherwood School District has forecasted enrollment for the new high school will begin to decline in 2027. Sherwood has enough vacant land to accommodate new housing and jobs for years to come, when planned and developed wisely. Metro's research concluded there is enough industrial land inside the existing Regional UGB for another 20 years. Metro's research on Residential land shows most land brought into the UGB in the last 20 years remains undeveloped. This will waste our rich farmland The UGB expansion will destroy the fertile, productive lands which grow Timber, Hazelnuts, Blueberries, and world-class Pinot Noir grapes. These thrive here and in only a few other places around the world. The lands will be replaced with generic concrete boxes for "flex" office, light industrial, and multi-family residential. This will make bad traffic congestion worse Do you enjoy being caught on Scholls-Sherwood, Roy Rogers and Elwert Roads during rush hour now? Imagine adding 5,600 new homes and 4,500 jobs to the area? The jobs will result in additional commuting to Sherwood for those employees who cannot afford to live here, having a negative impact our air quality. This will increase your Property Tax burden We have not found a Taxpayer Impact Statement showing how Sherwood and its residents will pay for the new roads, sidewalks, water and sewer; just an "agreement" to figure it out later. Yes, the developers will pay for a portion of the initial infrastructure, but YOU will be left with more financial obligations to pay for the operating and maintenance costs, even though we do NOT need the new land to keep pace with growth in Sherwood.	8/14/2024 5:35 AM
70	Im opposed	8/13/2024 10:06 PM
71	It seems like Sherwood has fallen to the urban sprawl of Portland. Our small town feel has gone down and crime has increased. Many of the farms and greenspaces that makes Sherwood so beautiful are being turned into industrial buildings and high density housing. Traffic is getting worse, our roads are constantly under construction and prices to live here continue to increase. I understand the need for housing but does it have to come at the expense of farmland, greenspaces and other natural areas?	8/13/2024 8:00 PM
72	I do not support this. This is not to develop homes and jobs that better the quality of life for sherwood residents, this is to have developers come in and build tract homes, maximize profits, and do the bare minimum to get approvals, and increase the tax base to the city, county, and state, none of these bennifit the sherwood residents.	8/13/2024 4:48 PM
73	OPPOSED to the UGB expansion!	8/13/2024 3:31 PM
74	Probably too dense, but some ugb expansion is here than none.	8/12/2024 5:33 PM
75	I don't believe we are ready for growth	8/12/2024 7:24 AM
76	Sad. Its all destruction of habitat for horrible HOA non affordable housing. Disgusting and waste of money. Money that metro is no using to clean yhe streets of Portland.	8/11/2024 2:34 PM
77	Please use all commercial space currently in the city effectively before building more. Empty storefronts in existing commercial areas can be used and already built and walkable. Preserve and enhance the business industry we have before we add new	8/11/2024 10:32 AM
78	Should be approved!	8/11/2024 8:21 AM
79	Does not consider impacts on agricultural areas, existing infrastructure	8/10/2024 10:39 AM
80	Sherwood is a perfect example of urban sprawl. Farm land is being swallowed up by single family housing.	8/10/2024 7:41 AM
81	Make sure 50% of homes are single family. Provide for one-level homes for aging population.	8/9/2024 5:52 PM
82	The proposed Sherwood West proposal as written is premature for large scale development particularly for more than 5,500 new housing units in an area that has already seen rapid housing development in surrounding communities.	8/9/2024 11:23 AM
83	Voters have already said they don't want this.	8/8/2024 7:08 PM
84	The more you take away the land from farmers the bigger food problems we will have. Not to mention the negative impact on wildlife,.water supply and I creased risk of fires. This is a terrible expansion.	8/8/2024 6:31 PM
85	No more commercial growth keep land habitat as is	8/8/2024 6:26 PM
86	We need to redevelop and make the most of unutilized already developed space. We do not	8/8/2024 1:51 PM

	need to add more housing in an already overpopulated area.	
87	I support Sherwood's proposal. They have completed a concept plan in accordance with Metro's UGMFP and have adopted documents demonstrating need and ability to serve the proposed expansion area. I like the inclusion of green spaces, parks and trails throughout the plan area as well as the plan for a diversity of housing.	8/8/2024 1:08 PM
88	We are against the expansion for Sherwood West. Go north or east with the expansion please. Let’s keep the little country we have left the country	8/8/2024 11:44 AM
89	Our cities can't pay for the infrastructure we already have. It is insane to create more liabilities rather than improving and maintaining what we have already built, which is a proven platform for growth.	8/8/2024 11:27 AM
90	The community does not want this expansion-voted it down twice. The roads are not adequate to handle this expansion. Very crowded now.	8/8/2024 11:06 AM
91	Sherwood is already getting crowded with traffic congestion	8/8/2024 10:49 AM
92	I’m not in favor of thr Sherwood West expansion. I am in favor of a Sherwood north or SE expansion. No other towns are encroaching on the west. Save that for a later time. Wilsonville, tualatin, Tigard will want land on north, se. That’s where the focus should be. Traffic can come to the area on i5/& take weight off of 99w	8/8/2024 9:41 AM
93	Conserve the natural areas of our community. Don’t agree with anything else.	8/8/2024 8:53 AM
94	Stop the urban sprawl. You guys are turning Oregon into California stop it	8/8/2024 7:17 AM
95	the growth statistics do not support the need for expansion. There is ample capacity in recent expansion in the area (Cooper Mountain, Beef Bend South and King City Sherwood West is not needed at this time.	8/7/2024 8:30 PM
96	There is no demonstrated need for this; just profit-driven developers. The homes planned will not be affordable because the costs of development and infrastructure of farmland (utilities etc) will be very expensive. Also, they will not create high paying jobs nor be close to jobs for lower income people. There is no supporting evidence in the plan for the alleged 4500 jobs. They are pulled out of the air from a time long before Covid, hybrid work, AI and automation. How many people are really employed by Allison Inn as a "precedent example?" Residents of the proposed homes will need to drive to other places of employment creating even more congestion on already clogged roads that are bottlenecks to get to I-5 corridor. The plan does not take traffic into consideration or the high cost of changing major thoroughfares and building infrastructure. The proposed area is not flat and easily buildable as suggested, there is much protected wetlands. Also, Sherwood has not yet built out other available land including the parcels that were brought into the UGB previously. Also, population growth in Sherwood has slowed while this proposal suggests there is a need for 200% growth. It doesn't meet the criteria for need nor does it adequately demonstrate preparedness for infrastructure costs and demands.	8/7/2024 8:13 PM
97	do not allow this expansion, sherwood is already too expensive and the growth at the edges is not a good idea, build up, no more single family homes allowed and 75% of all new residental should be affordable for people making $60-75,000/year	8/7/2024 4:35 PM
98	Looks like a good plan.	8/3/2024 8:34 PM
99	Like I mentioned on the previous page, I don't like that the traffic study isn't done yet. The intersection of OR 99W and Sunset was at a Level of Service of E prior to the high school being built, and was projected to reach an F. This signal likely has reached a LOS of F now. Also, the Brookman expansion was approved in 2002, and it's been 22 years since then with minimum development (1 neighborhood that has gone in only within the past 2 years, and it isn't complete yet as of August 2nd, 2024). I have not seen a plan on when the rest would be developed as said neighborhood constitutes about a quarter to third of said UGB. As such, the effect on traffic and our natural area has not been fully realized. This also exceeded the 20 year development plan as proposed by what should be included in the UGB. The Tonquin employment area also isn't complete, however since that was approved more recently, it makes since. As the Brookman expansion is primarily housing based, while Tonquin expansion is exclusively job based, and at the pace Sherwood is developing, I believe that expanding the UGB to expand into Sherwood West is too large to accommodate growth for the next 20 years, and I urge a smaller expansion, or preferably, none. These 2 areas I believe contains enough	8/2/2024 11:59 PM

	land for development for the next 15-20 years, especially with Sherwood's track record to delay Brookman's annexation and development. would also like to see a specific plan for housing and transportation (public and auto transportation). I also would like to see a cottage community, as a crossover between high density apartments/condos, and single family low density homes. Also would like to see a plan on schools, as the high school was designed for the Brookman expansion, but not further beyond that based on their arguments in their 2016 ballot measure (I forget the name of said measure). Also where would a new elementary and, if nessesary, middle school be placed?	
100	I support sherwood’s proposal	8/2/2024 12:32 PM
101	The city of Sherwood is growing at a rapid pace, most families move here for the schools and the environment. I'd like to see better options for affordable housing, however the fees and permits that come with this do not match this goal. I also would like to see the city plan for this expansion better than how they built Brookman and the High School. Having a new high school that does not have sewer and has been delayed is not an efficient plan and I would hate to watch them continue to run into these road blocks. It would be better to engage with a more sophisticated panel, like the city of Wilsonville when they planned and built Villebois. I also think it would be good to have a roundtable discussion with medium sized and national builders.	8/1/2024 12:35 PM
102	They need expanded area to expand commercial areas to provide more jobs for the residents of Sherwood to reduce travel time for the residents. They are developing one huge shopping area at 6 Corners and Old Town, but not providing any small neighborhood commercial shoppin areas.	7/30/2024 9:01 AM
103	the plan is well thought out. it has been in the works for years and asher wood is ready and willing. It is whetenthenUGB should be expanded	7/30/2024 7:17 AM
104	4,500 jobs, what type of jobs, and are they sustainable?	7/29/2024 9:37 AM
105	I question whether it is truly necessary for Sherwood to convert all those acres from rural to suburban use.	7/28/2024 8:38 AM
106	Too small. We need more. Time to start thinking big about how we create new cities, new city centers, new homes. We need this but we need more than this now.	7/25/2024 7:23 PM
107	I’m in favor of development around the high school. Housing and mixed use should go into the surrounding acreage.	7/24/2024 5:38 PM
108	This is a fabrication. Expansion here will not be affordable in the long run. Build more housing in areas already within Portland.	7/24/2024 7:34 AM
109	Our family approves expansion on Kruger Road above Sherwood High School for the purpose of housing, mixed use developments to support the residents of the community.	7/23/2024 9:24 PM
110	Just build more densely, don’t expand. The city goes from forest grove to Sandy already, it doesn’t need any more sprawl	7/23/2024 8:57 PM
111	I’m in support of this plan because it enables the growth needed and keeps the community and neighborhood design that makes Sherwood unique. It also allows for employment opportunities that is needed.	7/23/2024 8:33 PM
112	I don't buy that there's enough demand for new suburban housing to actually support this proposal. This sounds like more wishful thinking from a jurisdiction that loves its suburban sprawl. Expanding the UGB to create new housing on the farthest corners of the region purpetuates the worst car oriented development that will result in more carbon emissions, less farmland, and more suburban infrastructure that the city can't afford to maintain. The fact that the planning began in 2015, predating the middle housing infill reforms, indicates to me that the City of Sherwood already has no desire to moderate the worst kind of car-only development in the region. I encourage Metro, on the basis of the data in the urban growth analysis, to decline to expand the UGB.	7/23/2024 6:44 PM
113	This is not needed. Money is the reason this is being pushed	7/23/2024 6:22 PM
114	What is planned and what gets done are different things. But what is ruined happens first and what is not done is last. Planners are not realists and dont give excrement about what happens to individuals. This is not future it is invasion of now.	7/23/2024 3:26 PM

115	I do not think the plan adequately integrates mixed use and comercial space with spaces people actually live	7/23/2024 3:20 PM
116	Sherwood has always been known for its scenic farm and agriculture areas outside the city limits. It is important to keep that way of life in tact. Several land owners have livestock and crops that will be negatively affected by the increased traffic and pollution by putting roads through. Please keep the trafffic flow on Elwert by improving the existing road, instead of diverting traffic north, ruining the creek/wetlands and agriculture areas.	7/23/2024 2:20 PM
117	The concept plan represents the planning committee's desires, and many citizens and community groups oppose the expansion.	7/23/2024 12:12 PM
118	The City of Sherwood's plan is much too large and is predicated on population growth figures which are wlidly inaccuarte and self-serving. This area is not growing as it was when the concept was first developed and it needs to get in line with current forecasts and trends. The very nice, but VERY expensive example of relying on inaccurate numbers. We now have a current enrollment of 1,704 students. The high school has a capacity of 2,400 students. The forecast for enrollment for 2032 is 1,530 students. It is obvious the figures used to support the building of the school were inaccurate and it has caused our community to spend excessive amounts of money needlessly. It should have been a smaller school. And similarly, the City's current plan should also be scaled back to reflect CURRENT numbers of population and growth in this area. And until such time as there are no possibilities for development with the UGB, farmland should remain untouched. You can't eat a house.	7/23/2024 11:49 AM
119	The area is losing residents. There's no reason to extend the growth boundary. Gentrify downtown instead of ruining natural landscapes and destroying more farmland.	7/21/2024 9:02 AM
120	Maintain urban growth boundaries and increase density	7/20/2024 9:13 PM
121	I actually totally disagree that the urban growth boundary should be expanded at all. We must build densely within existing urbanized footprints.	7/20/2024 7:41 PM
122	The proposal gets a lot of things right. The biggest piece missing is a comprehensive plan for transit in the area. I think the number one priority for the new area should be on reducing VMT for daily errands by providing good bike paths and walkable 15-minute neighborhoods. This is something that is easier to control at this stage in the planning. However, people will want to get out of their neighborhood to access amenities, and there are not very many options for how they will do that. This makes living in the area less accessible for people with disabilities who cannot drive (like my own father) or younger people who cannot afford a car.	7/20/2024 9:49 AM
123	The UGB is one of the defining features of the region, and continuing to add sprawl instead of efficiently using our existing resources is regressive and backwards thinking. Please reject this proposal and encourage upscaling existing development and lands in already underutilized lands within the UGB.	7/19/2024 2:09 PM
124	This is the definition of car-dependent sprawl and should not be allowed.	7/18/2024 10:23 AM
125	The City of Sherwood is not making the best use of already developed area. Too much space is devoted to driving cars, parking lots, and car centric behavior. No further expansion should be considered until the current city of Sherwood is fully integrated within our regional transit infrastructure and people are able to reliably commute between the downtown Portland core and Sherwood town center.	7/17/2024 11:19 PM
126	I am very glad to see mixed use and higher density development in an area outside the city center! I hope this area surrounds a school that walking and cycling to school is a easy and safe, as well as the preferred modes of traveling to school.	7/17/2024 6:51 PM
127	This is an absolutely terrible plan !! The roads can’t handle the cars, the schools are over crowded, crime is on the rise THIS IS PURE GREED. 🛑Provide service for the people that are here, stop trying to line the pockets of already rich developers!!!!!!!!	7/17/2024 6:09 PM
128	See my earlier comments about how I think the plan is baloney and only is more of the same.	7/17/2024 2:24 PM
129	This plan creates too much low density housing. This kind of housing is not what we need to be creating to increase affordability in our region. This expansion will create an exclusive neighborhood that is only for the rich. We need more NW 23rds not more Lake Oswegos.	7/17/2024 9:23 AM
130	I do not support the expansion plan for Sherwood. Simply a land grab for easy development. Requires minimum planning and effort in a goal to just throw up more houses near the new high	7/16/2024 8:50 PM

	school. There needs to be more consideration for walkability in the town and utilizing the current space to create a tight city with an actual community. Do not continuing splitting the town on both sides of 99	
131	The proposal is too prescriptive in terms of land use. The long-term vision should focus on identifying placement of public infrastructure (roads, water, sewer), delineation of plots and parcels, and locating of public and environmental resources such as parks and other habitat/wetland areas. The market for housing, industrial or commercial areas should drive the development of plots for these uses. This will permit the maximum amount of flexibility into the future. I also see that no representative from TriMet was involved in the Technical Advisory Committee. We need to ensure that future growth areas are suitable for transit service, both in terms of operations (can the bus actually get through here efficiently) but also in terms of whether the land use is mixed enough and density high enough to support a bus line.	7/16/2024 8:38 PM
132	The City has made two concerted efforts to plan for this area. The City provides for a variety of housing, but it's harder to develop multi-family as the Council and PC prefer single-family housing. If the City can commit to achieving the densities prescribed within their proposal, they should be able to expand.	7/16/2024 4:56 PM
133	This expansion appears to be well thought out, and should be welcomed in the region. It is sad that the Sherwood West proposal is the only one.	7/16/2024 9:06 AM
134	We need it - but I’m afraid of what it is going to do to our small town.	7/16/2024 8:13 AM
135	Sherwood needs to do a better job of creating low income housing.	7/16/2024 8:00 AM
136	The survey is one-sided and useless. It is like asking whether you would prefer to be killed by poison or hanging. There is no compelling reason to do this. Sherwood does not consider current minimal population or job growth estimates. Negative responses are not considered or minimized. Public involvement was just scripted lip service. Example...open house. Vote on your preferences. "None of the above" was not an option. This is only about MONEY, tax for the city and money for developers (and a few land owners who may profit).	7/15/2024 8:47 PM
137	I do not believe this is a good idea and do not recommend it.	7/15/2024 7:54 PM
138	This is sad and horrible!	7/15/2024 6:48 PM
139	Having previously lived on the outskirts of Sherwood, I don't support the expansion: Big houses, high incomes, lack of diversity in housing and people (it's where Northern Californians relocat to be part of the nascent wine culture). You can't buy a house for less than $500K . It's lovely, don't get me wrong, and we need more high-income sprawl NOT. Its an incredibly homogenous community. No-let's see how the Roy Rogers annexation turns out first.... and what in gods name are you going todo about the traffic. Tell Sherwood they can annex once we have light-rail to Tigard.	7/15/2024 6:47 PM
140	Yes	7/15/2024 5:30 PM
141	Too much traffic. Need public transportation!	7/15/2024 5:14 PM
142	Without a westside bypass, how will existing and increased traffic access freeways?	7/15/2024 4:05 PM
143	The city of Sherwood is biting off more than it needs. The majority of people in our area are NOT for this unnecessary expansion. I am not against growth for our city, but to attempt to increase it by 42% at the expense of family farms, wineries, and forested areas is an affront to our country-like community.	7/15/2024 3:37 PM
144	those choices of three in the above question are tough! All are important so I am not necessarily committed to my choices. I think the Sherwood expansion is appropriate.	7/15/2024 2:17 PM
145	Approved	7/15/2024 1:19 PM
146	This is Sherwood West is simply more sprawling expansion that is auto-centric and auto-dependent. The housing "mix" merely gives this an acceptable veneer. Where is mass transit? Upzone areas close to mass transit. Do not put single family development and multi-family development on the outskirts of the UGB. This sprawl, plain and simple.	7/15/2024 1:16 PM
147	I do not support Metro overtaking the small quaint town of Sherwood!	7/15/2024 1:14 PM
148	This should not be approved. Sherwood, Wilsonville, and Tualatin are currently in the process of wasting one of the largest industrial sites already within the UGB by each separately	7/15/2024 1:04 PM

	seeking development, often on small, 10 acre parcels. At a time when some think the region needs more large industrial parcels, these jurisdictions are wasting a huge area, already within the UGB, that should be developed as a single unit. Consequently, giving Sherwood more land for any purpose is like rewarding them for bad behavior. Fundamentally, if jurisdictions are doing a poor job with the land they have, they shouldn't ever qualify for additional urban land. Metro needs to find a way to be firm, clear, and consistent. Right now it seems to be afraid of its shadow.	
149	Don’t let it be as awful as the development on schools and Roy Rogers. It’s so ugly and dense and doesn’t have services like grocery stores.	7/15/2024 12:44 PM
150	If you build it, they may or may not be able to afford it. Factor in housing costs before building more housing. Build up not out	7/15/2024 12:42 PM
151	Sherwood proper needs to allow apartments. As an affordable housing developer, I can tell you they are not friendly to multifamily inside the original downtown core where increased density makes a walkable community.	7/15/2024 7:29 AM
152	There's already too much growth in this area.	7/15/2024 6:36 AM
153	I am not well informed but want a full size library branch in that neighborhood.	7/14/2024 5:41 PM
154	The mixed employment area near Elwert/Scholls-Sherwood looks like a recipe for warehouse/data center blight and traffic.	7/14/2024 4:00 PM
155	Metro can’t even manage Roy Rodgers and Tualatin Sherwood Rd. as it is. Adding 3,000+ homes is just foolish and an obvious tax grab and money scheme by developers.	7/14/2024 3:39 PM
156	Leave agricultural land, green spaces and wetlands alone. Plant trees in already developed areas. Limit growth to areas with established city water supplies and leave all wells and groundwater areas out of development. Keep manufacturing and all big business ventures out of Sherwood. No data centers or any polluting influences of any kind.	7/14/2024 3:29 PM
157	Please see my thoughts on the Sherwood West Project in my previous comment. The Lebeau and connected Edy road project is unnecessary and will impact the residents of this area as well as the environment negatively. Wineries in this area are concerned with the potential negative impacts that developing this area will have. This area is home to many creatures that will be further pushed out and harmed due to this plan. Sherwood needs to have some natural areas maintained and I hope we will not lose what makes Sherwood beautiful so that others can profit. Tualatin-Sherwood road has been developed so much and is an embarrassing eyesore for our community. Please do not strip every piece of beautiful land and turn it in to a soulless development. I am very much opposed to that portion of the Sherwood West plan. Those that presented this plan did not discuss their intentions with residents of the area and have lied to Metro about the support for the plan.	7/14/2024 2:24 PM
158	Stop the Sherwood West development. The rural community that is a risk does not get to vote for Sherwood City officials who have made the choice to ask for expanding. We DO NOT want this to go in to effect. We don't want to lose our farms. We don't want to lose our land. We don't want to lose our trees. This is not necessary for Sherwood. We don't need to expand, we have other options. This would be a huge negative impact to the native plants trees and eco system that thrive in this area. We didn't need to bring that large of population and business that close to the wild life refuge. This needs to stop. The community on Lebeau Rd do not want this.	7/14/2024 12:02 PM
159	I believe that this proposal does not meet the goals of the region. To start, the proposal does not state whether there will be added transit to the region, or whether bike infastructure will be included. Combined with the fact that a large portion of the housing area that will be developed is planned to be low density means the newly developed area will just be more car dependent sprawl, as many of these new residents will have no other choice but to drive. The portland region does not need more cars driving through the area and commuting between work, home, and other activities, as it is known how bad cars are for our enviornment. More cars commuting from sherwood will also mean more traffic through the southwest area of the portland region, which already suffers from congestion around the I-5 corridor and a general lack of density and transit access. After looking over the area closely with satelite imagery through google maps, it is clear that sherwood has plenty of land to infill and add density, especially near the only 2 trimet bus lines serving the region. Through redeveloping various seas of parking lots, and empty plots of land, I believe the city of sherwood already has	7/14/2024 11:44 AM

	options to develop land and add real density where it matters, instead of continuing to develop urban sprawl as is evident by the contents of the proposal.	
160	No more expansion. Keep and maintain what is already in Sherwood. Creating more housing in not a solution	7/14/2024 10:51 AM
161	The city of Sherwood has not demonstrated a need for this large of an expansion plan. Land recently added to the UGB for commercial development has not been completed, so why would the city of Sherwood even more land for this purpose?	7/14/2024 10:30 AM
162	Too many homes!!! Please stop!!!	7/14/2024 10:27 AM
163	No more growth. We are being squeezed and traffic is horrible.	7/14/2024 10:15 AM
164	This is a poorly planned, unneeded, and irresponsible amount of growth in a region that is surrounded by and supported by active agriculture and farming land. Sherwood hasn't even fully developed the land on the East side of the city for commercial use, but says it needs additional land for increased tax revenue. This commercial land that is currently in the plan is for manufacturing, which is more geared toward robotics and mass production, with few employees, rather than employment of several community members to benefits the community. This proposal exposes the area to more pollution, environmental toxins and exposures and will damage existing agriculture, farmland, and natural space. Please reject this proposal in its entirety.	7/14/2024 10:10 AM
165	Way too much low density housing and needs more of a wetland buffer. Needs more commercial and shops by the high school for kids during lunch.	7/14/2024 9:29 AM
166	I think Metro should institute minimum density standards. Density before expansion.	7/14/2024 12:10 AM
167	The proposed infrastructure funding plan is vague at best. Relying on SDCs and "outside"funding is insufficient. No expansion should be considered until there is a concrete committed plan for the infrastructure funding.	7/13/2024 11:09 AM
168	The amount of proposed mixed use are is extremely small but this type of planning can be more beneficial for the city. With current plan it just increases sprawl and carbon footprint.	7/12/2024 11:46 PM
169	I just want to emphasize that the Portland area needs to focus on creating more density and creating spaces that are focused around building an enjoyable community. In my opinion, this would be through walkable and bikeable areas alongside spaces were the community can gather without the need of cars. This will maximize the efficiency of the space and take big steps towards addressing climate change issues. We should do this with current spaces within metro area limits rather than expanding outward, leading to more sprawl which is bad	7/12/2024 8:20 PM
170	I am against it.	7/12/2024 6:15 PM
171	My neighbors and myself are in favor of expanding into the Sherwood West reserve. There is very little farmers in the 1,291 acres. We are right above the new High School and there needs to be more growth.	7/12/2024 1:16 PM
172	The inclusion of mixed employment is a welcome one but I must restate that such space should not be made to cater to large retailers and must be kept for local small businesses, as I have stated earlier, mixed use zoning is imperative and although included it lacks slightly, as well as the amount of low density neighborhoods are too high. Something else I have also not seen anywhere is a lack of cars, although this may fall outside the scope of this proposal pedestrianized areas that restrict or exclude cars are a key part in making mixed use areas enjoyable and in encouraging biking and walking	7/12/2024 7:36 AM
173	Hopefully achieved home numbers are at the high end of the figure if not exceeding it. We do not need unnecessary sprawl.	7/12/2024 12:25 AM
174	If new urban areas are claimed from existing undeveloped land, these areas MUST be high density and transit oriented. These areas should discourage automobile transit. Reference Utah City. However, the best solution is to NOT expand urban growth and to preserve undeveloped, natural lands.	7/11/2024 10:35 PM
175	There is no plan to expand MAX or any other high capacity, high quality transit to Sherwood, much less to the expansion area. Shame on you for not even mentioning transit, or regional bicycle network connectivity, in the factors that are the most important to consider as the City, and especially the REGION, consider expansion.	7/11/2024 6:14 PM

176	No more sprawl. Sherwood needs to focus on building over their ridiculously huge parking lots and empty monoculture grass fields.	7/11/2024 4:30 PM
177	Do not expand the UGB and force our marginalized communities further out into the margins of our metro area. This plan has no vision for how people who live here will circulate or travel to jobs outside of this ultra suburban development.	7/10/2024 10:17 PM
178	Sure, allow Sherwood to expand. But don't stop there, let other cities and counties expand too.	7/10/2024 8:33 PM
179	Urbanf growth Shou only expand of housing built is all high density and half the units are reserved for low income families.	7/10/2024 5:18 PM
180	The goals of the region sound great on paper. The primary factors of consideration are whether the plan actually meets those goals, and whether implementation of the plan can result in meeting those goals. How is the proposed expansion region meeting the goal of having 'the option of living close to work' if the industrial area is separated from the large majority of the residential area (including all of the mixed use and commercial area) by the Title 13 conservation land around Chicken Creek? These considerations should at least be addressed by the plan. Additionally, how can we be sure that Sherwood as a city will be able to provide the urban density that our region needs (to meet our goals) when vanishingly little of the city's existing development is dense or mixed use? Sherwood's downtown area is barely two blocks in size. If Sherwood was able to guarantee such development, meeting our region's goals, I would be happy with the plan and its UGB expansion. More housing is more housing, and we need more housing, but we can not just keep expanding with suburbs.	7/10/2024 12:35 PM
181	No one besides the developers that will profit off building more houses/apartments wants this expansion. Please listen to the majority of the residents in Sherwood and DO NOT EXPAND. We're good as we are and the small town feel has already diminished too much even in just the past 10 years. Don't make it worse. We don't want to be the next Beaverton and then Portland. We want to feel safe.	7/9/2024 9:55 PM
182	Sorry I could not figure out how to rank the elements. Not sure I did that right. We should be able to number them 1 through whatever. Always the involvement and engagement of the total community comes first.	7/9/2024 3:48 PM

Q15 Is there anything else that you would like the Metro Council to consider as they make a decision about whether to expand the Urban Growth Boundary as described in the Sherwood proposal?

Answered: 218 Skipped: 147

#	RESPONSES	DATE
1	Consider the voice of the people who have lived and thrived in this area, those voices don't appear to be heard in this matter.	8/23/2024 10:13 AM
2	I do think there needs to be more opportunity for affordable housing . It seems crazy to have a huge high school with almost no houses around it ?	8/22/2024 9:57 PM
3	Slow down	8/22/2024 9:48 PM
4	please consider that the expansion decision should benefit all residents, including those in historically underserved communities, by providing affordable housing and accessible public services. Please also make a decision that will ensure strong environmental protections. It's a lot to balance, and reading the reports makes it clear that this is complicated without any one "answer" to what/how to decide—I think it is most important to make the decision about expansion that will guarantee that these priorities are being worked toward.	8/22/2024 9:45 PM
5	This plan is bad for Sherwood, bad for the Metro area and bad for the future of Oregon and Oregonians.	8/22/2024 7:13 PM
6	Please listen to those who live in Sherwood about what we want in terms of the UGB.	8/22/2024 6:57 PM
7	Leave Sherwood how it is and do not expand the boundary	8/22/2024 6:35 PM
8	There is a plethora of empty warehouses and houses that can be renovated. Do this before taking any more farmland to build more buildings	8/22/2024 6:32 PM
9	No. I think it is a good plan.	8/22/2024 4:41 PM
10	The expansion area intrudes into farmland. The existing/planned roads are already inadequate for traffic transiting the area. McMansions should be restricted.	8/22/2024 1:31 PM
11	Thank you, Metro Council, for listening to the public. I encourage Council to be extremely cautious about expanding the UGB. We should focus on further developing our existing area within the UGB rather than expanding Sherwood at this time.	8/22/2024 11:43 AM
12	If you are going to increase the Urban Growth Boundary in the Shewood area, Please don't approve it all. The area around the enourmous high school would be plenty. That land is already ruined so don't ruin any more.	8/22/2024 10:30 AM
13	Please do not expand urban growth boundaries, when there is so much opportunity for density and walkability in the existing perimeter.	8/22/2024 10:11 AM
14	Yes, making development pay for itself should be required. I don't mean just a one & done upfront fee/SDC. After a developer pays their one-time SDCs, they get to run away with millions of dollars in profit, while the existing residents are left with the traffic congestion (and frustration) as well as the burden of paying for new schools, new roads, new water facilities, new fire stations, and staffing in these new facilities due to the increase in population their development has created. I'd like to remind you that many of us are retired and on modest fixed incomes. "Affordable housing" means more than just the purchase price or cost of rent - it also means not taxing seniors out of our homes. Dramatically increasing our property taxes via bonds and levies is doing exactly that. Instead of giving developers price breaks and incentives, they should only be allowed to build if it doesn't adversely affect the pocketbooks of the existing population in the area. The other critical concern is the environment. As I've mentioned, this is an area with forests of mature trees. We are in a climate crisis, and these trees help us by providing shade, sequestering carbon, preventing erosion, and providing wildlife habitat. When you replace trees with concrete and asphalt, the whole area heats up.	8/22/2024 3:12 AM

	Saying that developers replant trees is a joke, because these tiny little trees with a diameter of your thumb are not even remotely equivalent to the large mature trees they have destroyed in their quest to become even richer. Many neighborhoods in Portland have "heat islands", and the City is trying to plant more trees to combat the rising temperatures - wouldn't it make more sense to not cut them down in the first place? What's even worse, is that they clear the land then set what they've cleared on fire! There is a property on Scholls-Sherwood Rd & Elwert Rd that has burned every day for months at a time. The property is very close to the Tualatin National Wildlife Refuge.	
15	The mixed employment area expansion into protected upland wetland habitat was done after the public outreach with no community input. The reference to industrial use was not used during public outreach; Only after public outreach was finished. Bringing in the industrial development on the north end of Sherwood West should not occur unless the citizens of Sherwood have a good faith opportunity to weigh in. Before Metro Commissioners decide they should have their staff review the final plan, but also the communications during the various meetings. You will see what I say here is true. The plans for Elwert Road would degrade the regional connector role it serves. Traffic on and off of Hwy 99 has major delays during rush hours. These conditions have persisted for years and will only worsen if all of Sherwood West is brought in at this time. The City and County need to improve the capacity of Elwert Road, and it's Hwy 99 connection before adding so many homes.	8/21/2024 11:19 PM
16	don't do it, don't do it, this is the opposite of what we are supposed to be doing.	8/21/2024 8:19 PM
17	The concept plan proposed described a mixed employment zone, which included, industrial use, that was not advertised untill after the public outreach peroid was complete. It is not fair, or reasonable, to state the residents of Sherwood are in agreement with industrial zoning in the northern region of the proposed expansion. During the public outreach of the Sherwood West concept plan, mixed employment was represented as a mix of office, light industrial, and flux space. However, after public outreach, the need for industal manifacutring has been a major emphasis of the plan and further dialogue. It is not a good faith statment to suggest that residents of Sherwood are informed of the expansion plan, let alone support industrial use of the aforementioned land.	8/21/2024 6:39 PM
18	Consider who is pushing for this concept - voting citizens or developers and city officials? Follow the money and you'll see. Last survey showed over 80% of voters did NOT want this.	8/21/2024 5:59 PM
19	Consider the impact it will have on current plans to make walking, biking, and transit a more viable alternative to driving.	8/21/2024 4:59 PM
20	Sherwood overbuilt their high school and now the operating and maintenance costs are more on a per student basis than projected. Don't make the same mistake with the UGB expansion, scale it to meet current needs and reflect recent data. This expansion size may have made sense with the growth from 2000 but it doesn't now. You will be trading a vibrant and valuable agricultural area into a land speculator's dream.	8/21/2024 4:31 PM
21	Oregon is a unique state due to its urban growth boundary and early efforts to preserve the beauty and productivity of agriculture. Every time the growth boundary is usurped we loose a little more of that unique quality.	8/21/2024 3:54 PM
22	I would encourage the Council to really consider is it necessary at this time to bring so much land into the UGB, given the data provided on slower population growth than expected and adequate light industrial already available in the UGB. Please tell the city to go back with a requirement to reconsider smaller parcel at this time and to have a more comprehensive traffic study done in conjunction with WA county and ODOT on what the impact will be to our roadways before allowing this much growth to be approved.	8/21/2024 3:11 PM
23	Don't do it. It can't pay for it's own maintenance in a few decades just like Portland can't now. You can achieve all those goals by building denser in the existing UGB. Something other than suburbia might even make Sherwood worth visiting.	8/21/2024 2:42 PM
24	Metro states the "Urban Growth Report" will document whether more land is needed. After a brief review of the Executive Summary, I did not see an answer to this question. Is more land needed? Evolutionary growth planning is required to enhance and maintain the quality of life in a metropolitan area. Sherwood's proposal is Revolutionary, NOT evolutionary. Given recent slowing growth trends, it seems wise to grow gradually, minimizing the occurrence of un-intended consequences. Thank you for your time and consideration.	8/21/2024 11:23 AM
25	Land developers and politicians. Somebody is getting greased.	8/21/2024 8:44 AM

26	Sherwood is asking for to much land.	8/21/2024 7:17 AM
27	Single family homes or 10k+ square foot lots.	8/20/2024 11:42 PM
28	The size of the requested expansion is not supported by facts and the City of Sherwood should be asked to reevaluate the expansion request and right size it to suit the true growth potential for this area.	8/20/2024 7:59 PM
29	Sherwood is a small town and the projected future population growth in no way reflects what is proposed in this expansion. Hundreds of homes are currently being built and retail locations sit empty as retailers have left the area. Sherwood needs to revitalize its existing areas before trying to grow.	8/20/2024 6:37 PM
30	Holly ochoa, Steve ford, and I are all interested in working with Sherwood planners to bring in our 20 combined acres for mixed use and or housing.	8/20/2024 6:28 PM
31	Think long and hard and don’t be swayed by paid consultants who will benefit from growth	8/20/2024 5:09 PM
32	once its gone its gone	8/20/2024 5:00 PM
33	Push back against the people who’ve got there’s and want to limit others.	8/20/2024 4:53 PM
34	Preserve the few remaining farms, green space, access to the outdoors.	8/20/2024 4:30 PM
35	Please see my comments above. The proposal is a wild overreach and should be denied in its entirety.	8/20/2024 4:23 PM
36	Please listen to the Sherwood Farm Alliance. We have presented facts that conflict what city leaders and builders are promoting. We DO NOT have the roads and infrastructure to support this massive increase in acreage into the UGB. Our land is too precious to pave over with the amount of housing suggested, and metros own projections of growth are SIGNIFICANTLY lower than the projections of the city. Just check out the numbers they said we were going to grow for our new high school just a few years ago, the growth numbers were way off base. We built a massive high school that is not at full capacity, and affected all of our taxes and we are still paying off all the infrastructure for that, I think the average Sherwood resident cannot support another massive build in our area that makes the builders rich and leaves the city residents to come up with money for more schools, more roads, more infrastructure and also destroys our beautiful land, thank you	8/20/2024 4:19 PM
37	Do not expand and thereby put further pressure on existing Title 13 refuges for wildlife. Current forest land should be preserved, not destroyed by replacing it with houses.	8/20/2024 4:16 PM
38	We were very involved in the 2016 Concept Plan that the City of Sherwood completed prior to the current Concept plan. It was very evident that the City had an agenda both for the 2016 concept plan and the current concept plan that while they promoted community input, despite hours of involvement, we saw little to no interest on the City's part to make any concessions or listen to the small farm owners in the area being considered. They went through the motions of "listening" to opposing interests, but there was really no interest in farm/wine/small woodland farmers interests. We provide jobs too. We bring in income that contributes to the benefit of all through our taxes, but we are not big enough to be considered as worthwhile contributing members to our community and it is better to bulldoze our properties than to allow farming/winery/woodland enterprises to continue in this area.	8/20/2024 4:00 PM
39	Please reject Sherwood proposal to expand the UGB.	8/20/2024 3:56 PM
40	Don't expand it. Enough land in current boundaries to meet needs for many years.	8/20/2024 3:56 PM
41	Available lands for housing, and SDCs, could be the single biggest driver(s) for affordable housing. The laws of supply & demand are not broken, and housing is too expensive in Oregon!	8/20/2024 3:43 PM
42	Listen to the home and property owners who will be most impacted by the permanent loss of agricultural land as well as the lack of existing roads and infrastructure costs that will impact the community.	8/20/2024 3:02 PM
43	Listen to the local citizens and what they have to say. Read the Save Sherwood West concerns.	8/20/2024 11:03 AM
44	I am STRONGLY OPPOSED to the expansion of the UGB as proposed by the City of Sherwood.	8/20/2024 9:56 AM

45	East-West transit/transportation connections, especially to Oregon city. If Sherwood was built as a denser TOD node, then it could help the region develop as a less congested grid.	8/19/2024 6:16 PM
46	develop existing land in the UGB, we will not be able to utilize an expansion, and it is a waste of money, resources and the environmental impact will be irreversible	8/19/2024 12:50 PM
47	Consider transit planning.	8/19/2024 12:08 PM
48	Expanding the urban growth boundary is a horrible idea. We need to build more housing in the land that is already a part of the UGB. We have plenty of room already. The urban growth boundary is already too large in my opinion.	8/18/2024 11:25 PM
49	I beg everyone at Metro considering this, don't let Sherwood have this land. We've already lost the kindness here, we don't need to further it with a larger population.	8/18/2024 10:42 PM
50	Eh, what’s the point. The Boomers are going to do it regardless. This process is a formality :-)	8/18/2024 9:29 PM
51	We should continue following the growth trends that allowed this area to become so unique in its development. Strong growth boundaries and ensuring walkable, inviting, and friendly places are what make the Portland area a destination, not sprawl	8/18/2024 3:47 PM
52	Don't violate the integrity of the UGB to satisfy the poorly zoned single family housing suburban expansion of Sherwood.	8/18/2024 2:29 PM
53	Density, public transit	8/18/2024 2:28 PM
54	Metro and The City of Sherwood work for us not the other way around. 70% don’t want it. Why can’t you respect the wishes of the vast vast majority of citizens!	8/18/2024 2:15 PM
55	I'd like you to consider WHY you need to expand the UGB in an area with limited growth expectations where there are no projected shortages in available space for the next 20 years? And why you need to do it in the direction of farmland?	8/18/2024 1:24 PM
56	Do not expand the UGB.	8/18/2024 1:13 PM
57	I like the plan. I know there is an opposition group but there are those of us that support the plan too	8/18/2024 1:08 PM
58	Sherwood has space for more density instead of further sprawl.	8/18/2024 12:51 PM
59	The 2040 Growth Concept Plan has been a failure. The regional centers and town centers it envisioned have almost universally not been built out. Metro needs to create a new regional plan that has very prescriptive rules for cities, and has actual mechanisms built in that ensure development happens as planned. We have a dire housing shortage, and we need to take it seriously. We have had these UGB expansions every few years for decades now and it hasn't been enough to end the shortage because the problem isnt a lack of land! The problem is and will continue to be that cities enforce apartment bans, take many months to get out permits, and charge 10s of thousands of dollars in SDC and permit fees. Reject this plan and get to work solving the actual underlying issue.	8/18/2024 12:01 PM
60	Please consider the type of climate impacts, fire risk, and transportation challenges that will accompany this proposal. Cookie-cutter suburban tract homes is not the type of housing that will be climate resilient. Please think better of this status quo proposal. We need a course correction for the better. Please vote to deny this application.	8/18/2024 11:33 AM
61	Think about the whole picture…and the impact on the land.	8/18/2024 9:42 AM
62	Our city leaders are not listening to its citizens. YOU MUST listen to us. We do not want this here!	8/18/2024 7:51 AM
63	Does Sherwood really need to look like phoenix?	8/18/2024 7:24 AM
64	I don’t think Sherwood is ready to expand the urban growth boundary	8/18/2024 1:17 AM
65	We need more housing in the entire region! Allow land owners and developers more freedom to meet the needs based on a free market.	8/17/2024 2:51 PM
66	I was offended a little bit at the Council presidents comment that we only have three people of color at Sherwood high School. I would encourage her to come visit us for our Diwali festival,	8/17/2024 9:15 AM

	or our moon lantern festival to see the hundreds of people from Sherwood who are attracted here because of our good schools.	
67	Our schools and roads are at max capacity already. We are already developing several areas with houses and industrial/commercial buildings. Sherwood needs to stop, study, and evaluate the impact before bulldozing ahead with more development to the detriment of our farms and wildlife.	8/17/2024 8:35 AM
68	Please, please do not allow this to happen. Our children are already in classes of 30+ kids, we don't need more crowding. We enjoy our small town and will be forced to leave if this happens.	8/17/2024 8:08 AM
69	Leave as is	8/16/2024 11:11 PM
70	Less multi unit housing	8/16/2024 9:56 PM
71	Sherwood doesn’t need to become another Beaverton. Is there a real need to turn Sherwood into a crowded traffic congested mess?	8/16/2024 9:37 PM
72	When deciding such a significant proposal please make sure and challenge when in doubt, that the local representatives have taken all prudent measures to insure they fairly represent their communities.	8/16/2024 4:35 PM
73	Sherwood city council has lied to you. There was no input from the residents already living in sherwood west. You are proposing something that no one wants and no one needs. We love the farmland and agriculture of our area. New residents will be very upset by the air cannons that are used during harvest season to keep the birds away. So it is clear to me you don't live here and haven't visited here or you would know this.	8/16/2024 11:49 AM
74	Expansion is not only about creating jobs and financial gains for Sherwood. We need to think long term and how adding 4,500+ homes will impact the environment, traffic, and crime. Let's keep the "small town" charm of Sherwood. Do not expand the Urban Growth Boundary.	8/16/2024 7:48 AM
75	Vote this in and you get voted out. This is dumb. We don't need it and the people here don't want it.	8/14/2024 1:11 PM
76	Our taxes are already high and would increase more. Our schools are already understaffed. Farmland is disappearing.traffic is a nightmare. People working in Sherwood can’t afford to buy in Sherwood.	8/14/2024 6:30 AM
77	A 41% increase in the size of Sherwood. It is excessive, unnecessary, wasteful of rich farmland, will increase traffic congestion, and your property taxes.	8/14/2024 5:36 AM
78	I am 100% opposed to the extension of the urban growth boundary. Communities need to work together to address the growth issues. Just because Portland can’t manage their growth/population and drug crisis (that they created) doesn’t mean that this county should accommodate future growth. Stop the expansion to the west and make the current communities support their population	8/13/2024 10:10 PM
79	Expansion of the UGB to the sherwood west would be detrimental to forests, waterways, farmers and farmland. This concept plan runs within distance of wineries and MAJOR forests that literally help keep the area more natural. The carbon footprint of this many people would not be healthy and 99W including Roy Roger's and ELWERT cannot sustain this. Look at Wilsonville with Villebois and I5. The traffic will be horrid. We live in Sherwood because of the beauty, the farmland the wineries and the community. This community is SMALL for a reason and the people here like it this way. The back of Bull mountain is expanding rapidly and Roy Roger's cannot take all this traffic. Please reconsider because this will not be a beneficial choice for waterways, forests, animals, farmers, residents and the environment. Thankyou. Sherwood resident.	8/13/2024 9:04 PM
80	Consider how the farmers are going to be impacted and the small town, neighborhood feel that people in Sherwood take pride in as well as the heritage. Think about how the nature isn't going to become just miles of houses and industrial complexes	8/13/2024 8:03 PM
81	stay out of sherwood	8/13/2024 4:49 PM
82	traffic to/from sherwood from surrounding cities is already terrible and this will only get worse and add to that as well!	8/13/2024 3:33 PM
83	Do not expand the UGB	8/13/2024 2:00 PM

84	When will the Urban Growth boundary stop being extended? When is enough is enough? Do you want Sherwood to end up like Beaverton? What about food supply when farms keep vanishing into the boundary?	8/13/2024 1:00 PM
85	Just remember who or what is being affected by your decisions and how hard they are to take back.	8/12/2024 6:15 PM
86	The pendulum will eventually swing. Start expanding the UGB's before the voters turn on you (only a matter of time)	8/12/2024 5:35 PM
87	Bus and biking lanes where possible	8/12/2024 4:48 PM
88	Less people less traffic Less large shopping centers	8/12/2024 10:04 AM
89	I feel like the crime rate that is almost impossible to enforce right now needs to be considered. More people means more crime. And if we can't take care of the problems we have now then we shouldn't add to them. That's just basic common sense	8/12/2024 7:28 AM
90	Stop sprawl. We have a very fertile valley and need to grow food.	8/11/2024 10:50 PM
91	Please don't ruin the rural natural beauty of our community.	8/11/2024 8:17 PM
92	CLEAN HOMELESS CAMPS. LIMPIEN Y ERADICATE LOS CAMPOS DE HOMELESS. Es el mayor problema de vivienda en Metro Portland.	8/11/2024 2:36 PM
93	It's needed! We need more housing options for the growth of the town	8/11/2024 11:21 AM
94	Traffic. Safe walking paths	8/11/2024 10:33 AM
95	The only real long term fix to help reduce homelessness is the expansion of the UGB. When it comes down to it housing is a supply and demand issue. Government regulation and boundaries reduce the supply.	8/10/2024 11:51 AM
96	Do not expand the UBG	8/10/2024 10:41 AM
97	Not at this time.	8/10/2024 7:43 AM
98	Expand the urban growth boundary to allow more homes with yards. This high density pack them and stack them is ruining our livability. Roads are congested and it's UNREALISTIC to believe we will give up our cars.	8/9/2024 6:12 PM
99	Industrial land should have a 7% or less slope.	8/9/2024 5:54 PM
100	Respectfully request that Metro Council consider tabling the proposed Sherwood UGB expansion plan, and require the City to reconsider its explansion goals and desires and submit a revised plan after having more meaningful input and working partnerships with affected landowners living and/or working the land within their property.	8/9/2024 11:31 AM
101	Please don't do it, too many people at present is causing dangerous traffic situations. High speeds and too much congestion on country roads not built for this volume of traffic. Too many accidents have already occurred and if Metro does not take this into account Metro will be legally responsible for future accidents and needless deaths. Study the traffic on the surrounding country roads, you will find this to be true.	8/9/2024 7:04 AM
102	Please do not expand into the country. Getting closer to ny house every year.	8/8/2024 9:08 PM
103	Just say no	8/8/2024 7:50 PM
104	Sherwood is the last smaller scale town close to I5 and we do not have the capacity to grow anymore. Traffic is already awful and we don't have the space to expand any longer.	8/8/2024 2:00 PM
105	The urban reserves were so designated to account for urban growth boundary expansion in the region. Sherwood has completed a plan for one of those designated urban reserve areas, demonstrating how it could be developed and served with utilities and governance. Metro Council should approve the UGB expansion request, finding that Sherwood has met the requirements of the Metro Urban Growth Management Functional Plan and has put forth a plan to help provide needed jobs and housing to our region.	8/8/2024 1:13 PM
106	The more time these processes take and the more complicated and prescriptive the results are, directly relates to a higher cost of land and for meeting future housing demand and employment needs.	8/8/2024 12:08 PM

107	We have lived in Sherwood for 22 years. We will soon be in a home too large for us. We would like to stay in the community we helped build, but there are no single housing 55 and older neighborhoods, preferably gated. AND they will be small homes that most likely are unaffordable. Chew on that!	8/8/2024 11:48 AM
108	I have lived in Sherwood for almost 30 years. During that time it has blown up, we are losing the small town feel we used to have. Please help keep us from growing anymore west and explore other opportunities. Keep what little beautiful country we have left just how it is.	8/8/2024 11:47 AM
109	Please don't do it.	8/8/2024 11:28 AM
110	If possible slow the expansion down. With slowing population growth & other areas expanding, infrastructure that is inadequate, this should not go forth as is. We want to preserve an Oregon life style, not become California.	8/8/2024 11:10 AM
111	No	8/8/2024 10:50 AM
112	Added info in previous page	8/8/2024 9:43 AM
113	Do not do this to Sherwood!	8/8/2024 7:19 AM
114	My ask of the Council is quite simple. Follow the outlined legislation, purpose and protocol for 20 year outlook for UGB expansion requests, and Follow the Facts. The Sherwood West Concept Plan may appear to be an impressive package; however it represents the view of politicians and commercial developers and not a demonstrated need for more developable land.	8/7/2024 8:32 PM
115	Metro has the power to protect Oregon from urban sprawl. The plan does just the opposite of that and without data to support any demonstrated need or realistic achievable benefit.	8/7/2024 8:15 PM
116	do not allow sherwood to expand the ugb, there are many places already in the region that has opportunities for additional jobs and residential growth	8/7/2024 4:36 PM
117	I hope Roy Roger's Road does not get overwhelmed. I work in Elmonica and live in Wilsonville, and during the afternoon commute, it is faster than taking I-217.	8/3/2024 8:38 PM
118	See main essay on my criticisms, but otherwise I'll mention neighboring communities each had UGB expansions in the past cycle (King City out to Roy Roger's Rd, and Wilsonville with Frog Pond) that have not been developed yet, providing more area housing needs. In addition, a mid cycle swap in benefit of Tigard, taking acres from Damascus, adds additional housing land, making additional growth unnecessary.	8/3/2024 12:03 AM
119	There are zero amenities (stores, restaurants, gas stations, etc) in that part of town. Please make developers include those in their plans. I understand the land in this area is expensive, and the more houses they can squeeze into an area, the more profit they make, but it’s counterproductive to the sense of community that all these surveys speak so much about. Please don’t force an entire town’s with of new residents to drive to 99W/Sherwood Blvd or 99W/Roy Rogers for everything. Provide these basic services for these residents closer to their homes.	8/2/2024 3:27 PM
120	Although I think that Sherwood has the right mindset with keep the goals of the state in tact with the chip manufacturing, it seems like they are behind on timing. I feel like there are better areas with freeway access for transportation, if they build out the land off of Roy Rogers as employment/industrial it seems like there's limited future growth beyond this. I would recommend areas like Hillsboro, Tualatin, and Wilsonville. I think that was a bad planning part on Sherwood and the panels.	8/1/2024 12:39 PM
121	I did not answer about the Sherwood proposal as I am not in that area. However, I did indicate my overall preferences for what should be considered in UGB decisions.	7/30/2024 7:46 PM
122	There are a lot of small acreage lots with housing already on them and I would expect most of these lots would not be available for development for more than twenty years from now. There is also farming activities going on in the area, that do not appear to be available for development in the near future. There appears to be no real adequate plan for future transportation, water and sewer, and electricity, that will adequately serve the current area, let alone any future expansion.	7/30/2024 9:09 AM
123	The west side has such heavy traffic due to the extensive growth, I hope the new streets are accommodating of this reality.	7/30/2024 8:24 AM

124	Sherwood has a comprehensive plan and they know what is best for their city. Lattititide should be given to incorporate city objectives. There is too much top down planning.	7/30/2024 7:20 AM
125	Need to have Development Pay for itself. Putting new infrastructure on the backs of current residents is not acceptable. Develop and dash ,leaving "us" to pay for fire, police, schools, etc. part of the Development Ponzi scheme we are still buying into.	7/29/2024 9:42 AM
126	Let's not eat up more rural land unnecessarily. Instead, let's focus on greater density within the existing urban area.	7/28/2024 8:39 AM
127	Housing is unaffordable. Do not accept that the west coast needs to be expensive. We made it this way. We need a reset. We can and should set our goal to be more affordable than the Mid-West. Build more housing. All kinds of housing.	7/25/2024 7:25 PM
128	I'm strongly in favor of expanding the UGB as described in the Sherwood proposal. Long overdue!	7/24/2024 5:40 PM
129	Please look at the assertions of the City of Sherwood with a critical eye. Throughout the public outreach process they have often used vagueness and begged off serious concerns with a statement of it being to early in the process to make detailed plans.	7/24/2024 4:09 PM
130	Move to California if you want sprawl. Seriously, this is so irresponsible of you.	7/24/2024 7:36 AM
131	Our family has owned property in Sherwood for more than 100 years. We love the area and are thankful that METRO and the City of Sherwood planners are carefully considering options.	7/23/2024 9:29 PM
132	Denser	7/23/2024 8:58 PM
133	I have followed the preliminary work done by the city of Sherwood and believe they have captured the needs of the community and this expansion will make Sherwood stronger and provide more "Sherwood Quality" community around the High School and green land areas. Sherwood is unique and we'd like to see more people have the opportunity to be apart of this great community.	7/23/2024 8:41 PM
134	Just don't do it. I know there's a lot of pressure from developers and right-wing politicians to eliminate the UGB, but it has served us so well. Give the new middle housing and other infill opportunities a few years to show whether, as the growth projections suggest, they will provide adequate places to develop new housing that is more suited to achieving the region's climate and lifestyle goals.	7/23/2024 6:47 PM
135	Look forward. The future doesnt call for this	7/23/2024 6:25 PM
136	Stop it. Look at your own life	7/23/2024 3:29 PM
137	The several decades of suburban expansion since the Highway boom have definitively shown us that sprawl does not creat good communities, much of what made this region great and unique has been torn apart by Highway expansion and our main goal should be to fill the void left in its wake, expanding the growth boundaries would be contrary to that	7/23/2024 3:25 PM
138	If growth continues out in farm and agriculture areas, you will find one day there will no longer be berry picking, fresh eggs, pasture raised meat, flower farms and wineries, that people love to venture out to. You will also create a traffic nightmare by putting commuter roads where livestock live and tractors and other machinery will share those same roads.	7/23/2024 2:24 PM
139	The current untenable traffic problems. The adequate amount of buildable land within the current boundary. The financial interest in builders dominates the planning proposal, not the majority of citizens.	7/23/2024 12:17 PM
140	Please give credence to the comments of the public. Don't let the developers rule or community. They are here for the profit, we live here.	7/23/2024 11:53 AM
141	I would like to see more incentive provided for increasing transit options. Considering Sherwood's location within the Greater Portland Area, I imagine the increase in UGB will result in a increase in automobiles on the roads. Can there be a way to ensure an increase of transit options as part of the increase in UGB?	7/22/2024 6:10 AM
142	The area is losing residents. There's no reason to extend the growth boundary. Gentrify downtown. Leave the surrounding wilderness and farmlands alone. You're bought and sold by developers so I don't even know why I'm filling out this stupid thing.	7/21/2024 9:04 AM

143	I. The greatest asset to the Portland area has not been and will never be humans or anything made by man, but the natural bounty provided us all by the Earth. II. If we cannot live beautifully, why should we live at all?	7/20/2024 9:02 PM
144	Please never expand urban growth boundaries. Encourage density within existing urbanized footprints. Vastly expand public transit. Stop widening freeways. Fund housing as a human right.	7/20/2024 7:43 PM
145	Thank you for reaching out for opinions,	7/20/2024 10:44 AM
146	Make sure developers are legally on the hook to live up to their obligations instead of flaunting their disregard of the rules.	7/18/2024 9:47 PM
147	n/a	7/18/2024 12:06 PM
148	This proposal is the definition of car-dependent sprawl and should NOT be allowed.	7/18/2024 10:24 AM
149	We need more housing for seniors- single level, accessibility features.	7/18/2024 6:22 AM
150	Cycling, walking, and transit should not simply be options but the preferred mode of transportation around a new neighborhood such as this.	7/17/2024 6:53 PM
151	I hope you know how much of a transparent Money Grab this proposal is. Couched in disarming political jargon. The proposed expansion is in an area that struggles to support the residents as is. Highway 99 and 217 are virtual parking lots 80% of any day. Growth without sufficient infrastructure is irresponsible bordering on nefarious.	7/17/2024 6:18 PM
152	Unless the development pattern requires reuse and redevelopment of existing built areas first, while providing space for parks and natural areas, the expansion effort is based on false pretenses.	7/17/2024 2:26 PM
153	Stop building up over our beautiful land. This is the reason so many of us moved here.	7/17/2024 2:06 PM
154	We need more NW 23rds not more Lake Oswegos. If cities want to expand they need to do so in ways that allow for more mixed housing and not restrict the expansion area only for the wealthy.	7/17/2024 9:25 AM
155	I’m gonna be so real with yall. I come from Texas, and while they have a lot of draconian social laws, they know how to build housing — fast. Which is why housing costs are so cheap compared to here. While I don’t want 20 lane highways or single family suburbs everywhere, approving more land at a faster pace to build housing can change the game. Please approve the Sherwood proposal and continue expanding the boundary piece by piece.	7/16/2024 11:23 PM
156	I think it’s probably most important to consider the nearby communities and the transportation issues. I won’t be affected at all by this given where I live and I no longer own a car. Hopefully, adequate transit will be accessible to these new residents	7/16/2024 8:52 PM
157	Sherwood is a desirable city to live in because of its charm. This expansion would take away some of that charm and spread the city further apart instead of building it together creating more community	7/16/2024 8:51 PM
158	Does Metro conduct any evaluation (or require this of the applicant cities) to determine if this is the highest and best use of this area of the urban reserve, and/or whether there is not another place within the urban reserve that is better suited for an expanded UGB (even if it's in another city)? It seems misguided that cities apply for UGB expansion, instead of Metro determining where and when they should occur.	7/16/2024 8:43 PM
159	The roads that people will use to come and go from the new area. The roads already don’t support the population.	7/16/2024 6:32 PM
160	As a regional government, I believe that Metro Councilors have a responsibility to go out and talk to communities about the vision the Metro Council has for them and to listen to community feedback where they are. Decisions at Metro are made with City and County staff attendance in morning meetings, but they should attend evening meetings with Councils and Planning Commissions to hear the citizens sides of the stories, not at Metro. My opinion.	7/16/2024 5:01 PM
161	If you plan for decline you will likely achieve it.	7/16/2024 9:07 AM
162	Better increase of diversity at Metro in the team.	7/16/2024 8:01 AM
163	Just say NO, there is no reason for it. Approving this sprawl is not what METRO is supposed	7/15/2024 8:52 PM

	to be doing.	
164	Please clean up the trails at Mount Talbert Nature Park. So much poison oak and we need to do gymnastics to avoid it when hiking.	7/15/2024 7:57 PM
165	Sad to see our farm la d go to waste, we will never have that fertil land back ever again	7/15/2024 6:50 PM
166	I'm really proud of Metro and the UGB. Let's keep moving, and do it thoughtfully and slowly.	7/15/2024 6:48 PM
167	Make sure to preserve wildlife habitat and include good solar and other renewable energy options	7/15/2024 6:00 PM
168	Prioritize affordable single family housing and safe and affordable public transit.	7/15/2024 5:23 PM
169	More public transportation. More parks and trees!	7/15/2024 5:15 PM
170	I vote for no growth, Mother Nature thanks you	7/15/2024 4:41 PM
171	Please consider the desires of the people who call Sherwood home. You only need drive down Roy Rogers Road and see the abomination of development there to understand our intense contempt at the idea of those developers getting any closer to our bucolic countryside and beautiful rural setting. A 42% increase in the size of our city is unnecessary and unwarranted. Construction of this size will be a burden to all who live in the area for years to come.	7/15/2024 3:47 PM
172	Expand the boundary the maximum amount possible! The region needs more single family homes-thousands more homes!	7/15/2024 3:03 PM
173	Our land use laws have served us well, and has strong support. Going forward, we need to be flexible to address opportunities as they arise, and act far faster.	7/15/2024 2:20 PM
174	Again, don’t mix residential with working farm ground. Example, Roy Rogers Rd, one side now high density residential and the other ACTUAL working farm ground.	7/15/2024 1:39 PM
175	Thanks	7/15/2024 1:20 PM
176	Don't encourage expansion of the UGB under the disguise of affordable housing. In-fill and up zoning in close-in locales can solve the housing needs and address traffic and transportation issues. With all the expansion, where will we be in 20 or 40 years? Sprawl is not the answer no matter what it is called. Smart in-fill and upzoning development makes sense -- especially given the aging demographics. The new single-family neighborhoods will be empty areas in 30 years. Thank you.	7/15/2024 1:20 PM
177	Metro needs to remember that UGB amendments can't be undone, and that the UGB is about the only truly effective growth management tool in the US today. Consequently, what Metro does with the UGB is central to its success as a regional government. Metro needs to embrace this critical role and lead publicly to build understanding and support for probably the only thing that it does that has true and lasting value and impact. In addition, Metro needs to work with its jurisdictional partners to maintain, revise and needed, and publicize its vision for the region. Today, the 2040 Concept Plan is now 30 years old. Metro has ignored it's fundamental role as regional planner for way too long. That vision is out of date, unknown, and not authoritative. Metro has been given the opportunity to lead with vision, but it has insisted on doing nothing of the sort. For too long, Metro leaders have insisted that no more planning is necessary while ignoring the plans and vision that it has. Further, plans only represent the consensus of the moment they were adopted. Keeping plans and visions alive is an ongoing responsibility. It require work and commitment, and Metro has provided neither. If Metro doesn't want the UGB savaged by self-interested development forces, then it needs to frame the UGB by something larger. Metro has completely failed to do that, and the result is the kind of result we saw in the last Legislative session where Democrats, led by Governor Kotek, championed UGB amendment actions that would fundamentally make Metro, and this process, irrelevant. In addition, while Metro Councilors name-check climate as a major concern, they do nothing. They continue to push for highway expansions, and they have done nothing to update the 2040 concept to reflect concerns for climate and carbon emission reduction. Frankly, the emperor, in this case Metro, has no clothes. But Metro certainly like what it sees in the mirror. Please get real! Stop playing games with the region's future and get to work, particularly on the things Metro is uniquely charged with. Time is flying and you are not in the game.	7/15/2024 1:17 PM
178	I do not support this at all! Fix downtown Portland first!	7/15/2024 1:15 PM
179	No more concrete jungle. The traffic is HORRENDOUS around here. Too many cars and new	7/15/2024 12:50 PM

	crappy homes.	
180	Wilderness spaces are important for so many reasons, especially as climate change will be making urban life even more warm and unbearable in the future. I'd rather see Metro use the space already allotted to it than paving over even more land.	7/15/2024 12:44 PM
181	Fewer parking lots, less sprawl, more dense housing, narrow freeways and add tolls, more bike paths	7/15/2024 10:36 AM
182	Quit allowing land waste with huge estates. Focus on density and cleaned up safe transit and bike paths.	7/15/2024 7:31 AM
183	No	7/15/2024 6:09 AM
184	Please don't expand. The city has plenty of room for development inside city limits. In addition king city has already expanded and is working on developing a large residential area just down the road.	7/14/2024 6:17 PM
185	Thanks for asking	7/14/2024 5:42 PM
186	Approve it	7/14/2024 5:16 PM
187	Don't let existing Sherwood residents vote down UGB expansions that are needed to help the region accommodate growth and affordability.	7/14/2024 4:02 PM
188	Just like with the Brookman Rd expansion I believe the council will push this through, regardless of your employers, the voters.	7/14/2024 3:43 PM
189	Prefer to not include Sherwood in the urban growth areas.	7/14/2024 3:30 PM
190	Please do not approve the Sherwood West Plan.	7/14/2024 2:25 PM
191	Light rail expansion on the 99 corridor	7/14/2024 12:48 PM
192	I reject the proposal. I think it’s important to keep farmlands and keep this city a somewhat “country” suburb. Tigard and tualatin are close enough and are incredibly overdeveloped. We don’t want Sherwood so overdeveloped. No one moved to Sherwood wanting it to end up like Tigard or tualatin.	7/14/2024 12:16 PM
193	This is not the right thing to do. When this was first proposed in 2015 it was a 50 year plan. Here we are 9 years later and they are moving forward full speed. We all were against this in 2015 and we still continue to be apposed now. Do not allow the sheriff expansion. With the expansion of King City it's already going to bring a huge influx of people, cars and business to this Sherwood area. We don't need more. We need land to grow food. We need trees. We need space for wild animals. This can not happen. As rural residents of Sherwood we can't vote on elected officials that make the choices that effect us and not those in town who do get to vote. Please let our voices be heard. We do not support this expansion. This is the only way we can be heard.	7/14/2024 12:09 PM
194	Do not expand Sherwood’s urban growth boundary	7/14/2024 10:52 AM
195	The city of Sherwood residents voted a resounding NO for expansion - 86% rejected this expansion plan. We are not willing to fund such expansion when we already added land into the UGB an poor planning as led to a waste of resources and ag land (massive high school that tax payers are having to pay for)	7/14/2024 10:32 AM
196	Resources are already scarce in rural Sherwood. Please don’t exacerbate that.	7/14/2024 10:29 AM
197	No more growth in Sherwood. We are being squeezed.	7/14/2024 10:16 AM
198	Metro should consider the city of Sherwood’s blatant rejection of the wants and needs of its residents and bordering residents. We have demonstrated over and over to the city and metro, that this expansion is both unneeded and unwanted. Much of developed Land within city limits sits vacant, neglected, and unused. Metro And the city of Sherwood should be protecting precious farm and agriculture space, rather than promoting urban sprawl. Please reject this proposal.	7/14/2024 10:14 AM
199	Schools cannot take any more students. Please consider grocery shops being better accessible. Growth isn’t always best.	7/14/2024 9:47 AM
200	Less low density housing. And how will Trimet serve this area?	7/14/2024 9:30 AM

201	For the love of god please get housing prices under control!	7/14/2024 8:21 AM
202	There needs to be infrastructure already IN PLACE before you expand. The 2020 bald peak fires are an excellent example of why we need to be prepared BEFORE you expand. This one incident required the involvement of many multi agencies and could have resulted in a much larger devastation and loss of forest, wildlife, domestic/farm animal life and human life if the plane dropping fire retardant wasn't diverted from Hagg Lake fire to Bald Peak.	7/14/2024 8:13 AM
203	Increase density and transit, anticipating future climate refugees.	7/14/2024 12:11 AM
204	The city has a lot of un unused or poorly used areas and they can be transformed to a better place like broadway corridor that solely adds over 1000 homes. This type of development should be a focus of the council.	7/13/2024 12:02 AM
205	Rather than building more outside of the UGB, let's focus on creating better spaces on the land that's already allocated. Densify current areas, we don't need to increase sprawl more.	7/12/2024 8:21 PM
206	Please consider the climate and the environment and understand that gasoline cars and infrastructure that prioritizes cars is killing us in heat waves. Please consider these very serious factors and look at Europe and Asia.	7/12/2024 6:16 PM
207	This expansion should have already happened before the School was built in 2015 - Newberg, Or has updated their area and we are left behind and deal with their traffic to Hillsboro.	7/12/2024 1:24 PM
208	Sherwood has the right ideas in mind with mixed developments and alternative transportation but they need to take them further, transit being extended into Sherwood west should also be explored as it's distance from the other bus lines would make access difficult and in the largest proposed area of lower cost housing in Sherwood those living in Sherwood west may be those most dependent on transit	7/12/2024 8:12 AM
209	I can't stress enough how important it is to preserve nature and avoid suburbs.	7/12/2024 8:04 AM
210	Future mass transit expansions, leave room in regional plan to allow for cheaper future expansions.	7/12/2024 12:26 AM
211	Preserve natural lands at all costs. Build up, not out. Increase density, disincentivize personal automobile ownership & provide clean, renewable public transit. Smaller urban boundaries increase access to nature for all, decrease fossil fuel emissions and preserves ecosystems. The Pacific Northwest is supposed to be a bastion of sustainability, let's live up to it.	7/11/2024 10:39 PM
212	I grew up in both Newberg and Tigard (divorced parents). I saw Sherwood go from some fields to what it is today. It sprawls a lot more than it needs too, and driving to there and through it is miserable. I'm nervous about continuing to focus on roads instead of public transit, and if we want housing to be affordable and Sherwood to be accessible to folks, it needs to move away from single family homes. Thank you	7/11/2024 7:03 PM
213	You really messed up in expanding Happy Valley without planning to run high capacity transit to serve it. You doubled down on this error by trying to run an expressway to serve the area, instead of transit. Now, you're on course to repeat your mistakes in Sherwood. Are you stupid, or just corrupt? Don't do it. Stop yourselves before you offend again.	7/11/2024 6:16 PM
214	Do not expand the UGB. No more freeways. No car dependence.	7/10/2024 10:17 PM
215	Please do what you can to encourage mixed-use transit-oriented density throughout the metro region, thanks.	7/10/2024 12:38 PM
216	Please don't expand the urban growth boundary in Sherwood. Our town has reached its limits.	7/9/2024 9:57 PM
217	Yes! The greatest consideration should be given to the plan and proposals from the local community.	7/9/2024 3:51 PM
218	no	7/9/2024 3:20 PM

Q1 What do you most want to see preserved as greater Portland continues to grow?

Answered: 340 Skipped: 25

#	RESPONSES	DATE
1	Portland and Oregon needs to keep our lands preserved, the farmland, the natural areas, and the like. There's been far too much expansion, with virtually no consideration to infrastructure. It's become so bad that I will likely move out of Oregon as the traffic is untenable. Areas like Bull Mountain and the expansion west into the Scholls area are disheartening and honestly depressing to witness. As someone who moved from Tigard to Sherwood to escape the rampant influx and horrendous planning, I'm fearful of what your plan is for Sherwood and beyond.	8/23/2024 10:06 AM
2	Parks and rec area	8/22/2024 9:51 PM
3	Farmland and rural areas	8/22/2024 9:44 PM
4	I most want to see our green spaces and parks preserved, ensuring that all generations can enjoy the natural beauty and outdoor opportunities that make Portland unique.	8/22/2024 9:42 PM
5	Farmland	8/22/2024 9:38 PM
6	Farm land	8/22/2024 7:24 PM
7	Our agricultural land!	8/22/2024 6:57 PM
8	Open space, farm land, landscape views	8/22/2024 6:51 PM
9	Mass transit	8/22/2024 6:46 PM
10	Farm land	8/22/2024 6:44 PM
11	Farm land, country roads, small town feel, less traffic,	8/22/2024 6:29 PM
12	Farmlands and fields	8/22/2024 6:28 PM
13	Partnerships across different levels of government, the private sector, and non-profit organizations.	8/22/2024 6:06 PM
14	Farmland	8/22/2024 4:57 PM
15	The Old Growth Timber 200 year plus trees	8/22/2024 4:38 PM
16	Ag land.	8/22/2024 1:13 PM
17	Farmland	8/22/2024 11:42 AM
18	Compact city (easy and quick to get from one side of the city to the other). Preservation of nature outside the city. Close proximity to nature.	8/22/2024 11:39 AM
19	I would like to see farmland and trees preserved. Everytime a developer comes in and develops land into $700K homes (not affordable to true Oregonians only california transplants) he cuts down 100's of large mature trees and plants one the size of a charlie brown christmas tree and calls it good	8/22/2024 10:11 AM
20	Our natural and rural areas.	8/22/2024 10:08 AM
21	Farmland and forest	8/22/2024 2:52 AM
22	Habitat for wildlife	8/21/2024 11:09 PM
23	As Portland grows I would like to see the beauty and charm of existing neighborhoods protected. Too often decisions are made which prioritize currently popular political priorities which end up trampling over the livability of existing neighborhoods.	8/21/2024 10:52 PM

24	Farmland, access to nature, a relatively compact city, lack of suburban sprawl, relatively low traffic congestion.	8/21/2024 10:47 PM
25	Tress and water quality	8/21/2024 9:32 PM
26	affordability	8/21/2024 8:16 PM
27	The natural beauty of Oregon should be preserved. It is also important to preserve wildlife habitat and local agriculture. Given global climate change Oregon wine country is anticipated to have large growth in industry in the upcoming future. Preserving land where this local agricultural can flourish is imperative. Protecting the water shed is also important, given the many threatened species that live in the surrounding area.	8/21/2024 6:06 PM
28	Farmlands and natural areas	8/21/2024 5:50 PM
29	The natural lands surrounding the city.	8/21/2024 4:55 PM
30	Livability. This includes affordability, connection to nature and lack of traffic congestion.	8/21/2024 4:22 PM
31	Livability and agriculture. The urban growth boundary is designed to protect farm land and preserve the livability of our state and it should be allowed to work as intended.	8/21/2024 3:40 PM
32	Continue to protect green spaces and saving older homes instead of developers coming in and bulldozing them down. incorporate more of these in newer developments. Seeing the high-density houses go in with little to no regard for trees, green space is making our area look every other area in the country instead of preserving the history and natural beauty of our state.	8/21/2024 2:58 PM
33	Preserve green spaces, prevent sprawl, increase density	8/21/2024 2:35 PM
34	1: Free Choice of how to pursue happiness, including where to live. 2: Rural acreage close to, and within greater Portland, that protects both natural and economic characteristics.	8/21/2024 10:54 AM
35	farm lands and wildlife.	8/21/2024 8:33 AM
36	Farm land	8/21/2024 7:10 AM
37	A good quality of life. Enough schools and jobs and roads to support the number of new homes being built. And preservation of the natural landscape.	8/20/2024 11:35 PM
38	Public green space Pedestrian and bike friendly community centers	8/20/2024 7:43 PM
39	Parks. Concerts, high quality establishments	8/20/2024 6:24 PM
40	Farmland and green spaces	8/20/2024 6:21 PM
41	I want to see farmland and natural areas continue to be preserved.	8/20/2024 6:19 PM
42	Green spaces, protected habitat areas	8/20/2024 5:00 PM
43	farm and forest land	8/20/2024 4:55 PM
44	Rural farmlands	8/20/2024 4:53 PM
45	Larger lot sizes	8/20/2024 4:49 PM
46	wildlife habitat, farmlands.	8/20/2024 4:48 PM
47	Farmland, green space, horizon lines.	8/20/2024 4:25 PM
48	Farm land and outdoor spaces	8/20/2024 4:20 PM
49	Productive farmland	8/20/2024 4:18 PM
50	PRESERVE Farmland, more density housing in areas already in the UGB, not increasing growth being driven by developers but SMART GROWTH	8/20/2024 4:10 PM
51	Protection of Title 13 areas in the form of small tree farms and woodlots where wildlife has take refuge, including creeks and wetlands.	8/20/2024 4:03 PM
52	Farm Land, open space, environmentally sensitive Areas	8/20/2024 3:52 PM
53	farmland, wild animal habitat, forests	8/20/2024 3:52 PM

54	Farmland, wineries, forests and parks	8/20/2024 3:46 PM
55	Green Space	8/20/2024 3:46 PM
56	Substantial wetlands & navigable water ways	8/20/2024 3:31 PM
57	Preservation of agricultural land and open space. The loss of agricultural land is disproportionate to the need for growth and expansion with industry. The focus should turn to using already developed urban land before expanding into precious agricultural areas.	8/20/2024 2:53 PM
58	Quality of life	8/20/2024 2:01 PM
59	Greenspace	8/20/2024 1:47 PM
60	Our farms, vineyards, our trees and affordable housing.	8/20/2024 10:54 AM
61	Green space and open land (used as natural reserves and agricultural areas)	8/20/2024 9:44 AM
62	Rail transit rights of way	8/19/2024 6:09 PM
63	farmland and country acreage preserved	8/19/2024 12:45 PM
64	Preserved nature, less sprawl	8/18/2024 11:22 PM
65	The current urban growth boundary boundary	8/18/2024 10:17 PM
66	Agriculture land.	8/18/2024 9:24 PM
67	Agricultural resources, our natural spaces, and our planet. Sprawl consumes more farm land, more natural habitats, and creates exponentially more GHG emissions which will destroy our planet.	8/18/2024 8:37 PM
68	Natural spaces	8/18/2024 8:30 PM
69	Slow it down, big housing developments with out the infrastructure is horrible. Take for instance, the high school the walk way across 99 3 years after the school opens. Someone had to get hurt before they did something . Now it’s just a cluster, and drop off one way in , one way out. I’m sick of the lack of common sense that goes into planning.	8/18/2024 7:01 PM
70	Farm land and green spaces near our urban centers.	8/18/2024 5:10 PM
71	Our green space and lack of sprawl. Part of what makes this area great is the density and strong urban growth boundaries that created the cities in the Portland area.	8/18/2024 3:42 PM
72	Keeping Sherwood a small town, single family homes and not apartments and condos.	8/18/2024 3:25 PM
73	Natural and agricultural land.	8/18/2024 2:37 PM
74	Farmland, keep the UGB in tact.	8/18/2024 2:25 PM
75	Our lush green spaces and forests	8/18/2024 2:25 PM
76	Keep the current UGB and grow through infill housing	8/18/2024 1:35 PM
77	Farmland & trees.	8/18/2024 1:21 PM
78	Honestly, as someone who has lived in Sherwood for 15 years, calling it part of "greater Portland" in the first place is offensive and concerning. What I want to see preserved for *Sherwood* is that the small town and surrounding farmland does not get sucked into the crime, homelessness, drug use, and other blight infecting Portland proper.	8/18/2024 1:20 PM
79	The existing UGB.	8/18/2024 1:11 PM
80	Nature and valuable farmland	8/18/2024 12:49 PM
81	Farmland - use the old and empty buildings before allowing to build more.	8/18/2024 12:29 PM
82	Farmland and forest.	8/18/2024 11:27 AM
83	Farm land	8/18/2024 10:00 AM
84	Farm land and better infrastructure to handle the growth, BEFORE you grow anymore!	8/18/2024 9:40 AM
85	Farms, woodland areas, and small town atmosphere.	8/18/2024 7:48 AM

86	Rural farm land	8/18/2024 7:19 AM
87	Agriculture, farmland, forestry. Repurpose or demo existing old buildings and land that is wasted within the current boundaries.	8/18/2024 7:08 AM
88	Parks, farms, Open space	8/18/2024 6:28 AM
89	Nature, trees, fields	8/18/2024 1:08 AM
90	farmland	8/17/2024 8:46 PM
91	Affordable housing and access to parks, state parks, green areas, etc	8/17/2024 2:48 PM
92	I value the variety of outdoor activities.	8/17/2024 9:10 AM
93	Farmland and forest	8/17/2024 8:27 AM
94	Farmland	8/17/2024 8:02 AM
95	Keeping urban sprawl limited, maintaining natural lands especially wetlands and wild habitat.	8/17/2024 5:18 AM
96	Forest and farm land	8/16/2024 11:03 PM
97	We need more space. We are ruining life for the majority in order to appease the few, often very wealthy. UGB is not a great thing.	8/16/2024 9:55 PM
98	Rural spaces and limiting growth of surrounding cities	8/16/2024 9:31 PM
99	Quality of life and open spaces. Putting high density homes in areas without transportation options will lead to excessive congestion.	8/16/2024 4:23 PM
100	Safe, clean and robust communities living in harmony with open protected spaces	8/16/2024 4:23 PM
101	Agricultural land that makes the area what it is. No more packed together houses with no character.	8/16/2024 11:44 AM
102	farmland, natural spaces, lower traffic	8/16/2024 7:35 AM
103	Water & air quality.	8/15/2024 1:41 PM
104	Green space…parks…small produce farms	8/15/2024 12:15 PM
105	Farmland and scenic beauty	8/14/2024 1:08 PM
106	Fertile Farmland, natural habitats and forests.	8/14/2024 7:01 AM
107	Farmland, which is why I bought in Sherwood 20 years ago	8/14/2024 6:25 AM
108	Farmland	8/14/2024 5:31 AM
109	I would like to see farmland and the farming communities around Portland continue to thrive. Adding additional sprawl will not allow Oregonians to continue to thrive as ranchers, farmers and country folk. It changes the landscape and ruins what makes Oregon great.	8/13/2024 10:06 PM
110	WINERIES , AND FARMLAND IN SHERWOOD OREGON.	8/13/2024 8:58 PM
111	Our green spaces are quickly disappearing and being replaced by industrial buildings and high density houses. It is having an impact on different industries, air quality, congestion and more. We are building faster than we are growing trees and it is sad to see. Oregon is beautiful because so much of nature has been protected, at least until recent years.	8/13/2024 7:54 PM
112	farmland	8/13/2024 4:45 PM
113	Family farms	8/13/2024 4:06 PM
114	Sherwood and surrounding farm land areas so that there is retained access to local fresh farm products.	8/13/2024 3:46 PM
115	rural areas, farms, wineries, parks, natural areas	8/13/2024 3:29 PM
116	Less density in building. More single family homes instead of apartments.	8/13/2024 1:58 PM
117	Old growth tall trees, all greenways, wetlands, natural habitat, waterways, farmland, open fields.	8/13/2024 12:55 PM

118	Land as mark twain said " buy land they aren't making it anymore" Meaning it's hard to get back the land that is absolutely needed for farmers who have a hard time as it is to grow food for our community and wildlife plus the more homes the more pavement ie more heat and less country.	8/12/2024 6:13 PM
119	Livable neighborhoods with yards.	8/12/2024 5:29 PM
120	old trees, convenient public transit	8/12/2024 4:56 PM
121	Parks, recreation, libraries, and open spaces and agricultural land free from future development	8/12/2024 4:44 PM
122	Less people less traffic	8/12/2024 10:01 AM
123	I want to see land, farms, and agriculture preserved	8/12/2024 7:23 AM
124	Condense cities save farm land, Forrest and open spaces	8/11/2024 10:45 PM
125	Farmland and wilderness areas - please protect Oregon agriculture	8/11/2024 8:32 PM
126	Preserve green spaces in Sherwood. Oregon’s public perception is lush greenery, and yet everywhere I look in my community the green is systematically removed. It’s ugly and heartbreaking.	8/11/2024 8:15 PM
127	Árboles, parques zonas verdes. Tree, nature rich parks, more trees.	8/11/2024 2:32 PM
128	Farmland, rural spaces, forests	8/11/2024 10:27 AM
129	The availability of single family detached homes to a wide range of homeowners. Surveys continue to say young people still desire home ownership and the changing needs of baby boomers are not being met.	8/11/2024 8:18 AM
130	Our farm land! I have lived here all my life (57 years) it truly makes me sad to see Metro being hijacked by developers. The idea of the urban growth boundary was a great vision to keep urban sprawl from ruining our way of life the way it has in so many large cities, but I have seen over the years that the Urban Growth Boundary has increasingly meant nothing. Constantly building is not sustainable. We need to revisit, at the deepest level, why the Urban Growth Boundary was created in the first place and go back to the time when it meant something. When it was used as a tool to continue a high quality of life.	8/10/2024 6:05 PM
131	I would like to see the cost of housing preserved over all other things.	8/10/2024 11:46 AM
132	Protect Farm land	8/10/2024 10:36 AM
133	Agricultural and forest land	8/10/2024 9:58 AM
134	Farm land It is very sad to see so much farm land get swallowed up by large housing developments, and now on Roy Rogers Rd. businesses are taking over farm land.	8/10/2024 7:37 AM
135	Greenspace, single family home neighborhoods, safe parks.	8/9/2024 11:15 PM
136	Single family homes with actual yards	8/9/2024 6:07 PM
137	single family homes	8/9/2024 5:50 PM
138	Open spaces, small farms, and rural lifestyle within the Sherwood UGB area. While growth is necessary to address future needs it must be done smartly and prudently considering all factors and concerns particularly from those directly affected by proposed changes .	8/9/2024 11:13 AM
139	Natural spaces without residential expansion and subdivision creation.	8/9/2024 9:51 AM
140	Natural habitats, green spaces/bridges, farmland, more density less urban sprawl.	8/9/2024 9:32 AM
141	Rural and precious farm land, forest, timber and green spaces including waterways.	8/9/2024 6:58 AM
142	Our roads being somewhat managable with traffic. As a 5th generation oregonian with a 6th gen daughter. The traffic is getting horible.	8/8/2024 9:04 PM
143	Stop building everywhere. Save the trees for weather preservations in the heat. More trees more rain, win win, end the drought. Save wildlife.	8/8/2024 8:18 PM
144	Farmland	8/8/2024 7:45 PM

145	Farm land, forests, and welands	8/8/2024 7:45 PM
146	Forests, wildlife, farmland	8/8/2024 7:28 PM
147	Farmland	8/8/2024 7:19 PM
148	Farmland, wildlife areas, green space	8/8/2024 7:05 PM
149	Farmland. No concrete jungles or suburban sprawl like California	8/8/2024 6:28 PM
150	Keep land as is. No more commercial building	8/8/2024 6:24 PM
151	Trees' and open spaces.	8/8/2024 5:38 PM
152	open farm land and large open spaces for trees and parks	8/8/2024 3:43 PM
153	Farmland and small family run farms	8/8/2024 1:58 PM
154	I'm not sure about preserved per se, but funding provided for parks and trails should be prioritized to maintain green spaces and multimodal transportation options.	8/8/2024 1:04 PM
155	Suitable land prepared for residential, commercial, and industrial use inside the urban area with fewer governmental barriers	8/8/2024 12:02 PM
156	Small town feel	8/8/2024 11:42 AM
157	Land and small town feels	8/8/2024 11:42 AM
158	We need to preserve the quality of life that Portland is known for. Outdoor beauty, healthy local economies, environmental quality.	8/8/2024 11:25 AM
159	Farm lands, green forested areas. Not urban sprawl or mini malls	8/8/2024 11:04 AM
160	Farms	8/8/2024 10:47 AM
161	Open space	8/8/2024 10:12 AM
162	Preserve farmland, do not increase traffic on already broken road infrastructure	8/8/2024 9:54 AM
163	Family farms and farm and forest land	8/8/2024 9:42 AM
164	Open spaces, wildlife preservation	8/8/2024 9:37 AM
165	The love the great non developed area we live in. Metro continues to invade our small country feel. We don’t need more bullying that Metro brings to the table.	8/8/2024 8:49 AM
166	Out beautiful trees and open spaces without city sprawl and tight housing	8/8/2024 7:14 AM
167	Trees, farms, natural beauty, clean air, TRAFFIC CONTROL	8/7/2024 11:21 PM
168	Access to green spaces, forests, natural areas	8/7/2024 8:39 PM
169	Farmlands, open spaces, parks	8/7/2024 8:21 PM
170	trees, nature, farms, agriculture, clean air, no pollution, protect environment	8/7/2024 7:57 PM
171	affordable housing, jobs, community safety, people of color in charge of decisions	8/7/2024 4:34 PM
172	Homes less than 500k with yards greater than 5,000 square feet. I like to garden, but I am not wealthy.	8/3/2024 8:26 PM
173	Strip clubs, porn theaters, a verity of convenience stores	8/3/2024 3:14 PM
174	The rights of farmers & their families, farmland, native plants & trees & wildlife including the protected nesting areas, hunting grounds & migratory routes including aerially. Once forest, farm rural land is paved it can never be restored. There's plenty of opportunities to convert un-used, partially or under-used land, buildings, homes within the UGB to better, more efficiently & effectively house people to be close to jobs, social services & stores & medical services without permanently destroying, compromising & polluting protected, finite and rich 'world class' soil, land or water. Also, with being resourceful, creative & utilizing recently passed regulation, it's possible to prevent the destruction of protected wildlife, native plants & essential tree canopies & conserve the history, beauty, rich soil, farmland, nature & topography of Oregon.	8/3/2024 12:50 PM

175	Natural areas, specifically varied wetlands.	8/2/2024 11:42 PM
176	Existing areas of non-residential community spaces, e.g. restaurants, shops, meeting spaces, gardens, etc., that are a reasonable walking/biking distance from homes	8/2/2024 3:13 PM
177	Parks and trails for the community	8/1/2024 12:31 PM
178	Farm land	7/31/2024 11:31 AM
179	Bigger natural landmarks such as lakes, river beds, and heavily, dense, forested areas far outside the current developments	7/31/2024 8:37 AM
180	Continued preservation of natural spaces such as Metro has been doing.	7/30/2024 7:44 PM
181	nature, forests	7/30/2024 2:53 PM
182	The livability of the area. Which would not include expanding the area without an adequate transportation system. Travel times on I-5 and 99W that include Sherwood have almost doubled in the last 20 years.	7/30/2024 8:55 AM
183	It is sad to see all the apartment buildings being constructed with little or no greenspace planned into the designs. People living in apartments need nature too!	7/30/2024 8:22 AM
184	character in neighborhoods and diverse housing options	7/30/2024 7:14 AM
185	Accessible commercial and residential spaces for people with mobility issues. Affordable housing. More public trash cans. More parking.	7/29/2024 11:37 PM
186	Areas con naturaleza,transportación pública.	7/29/2024 7:21 PM
187	Access to natural areas, close to the city. Green space amidst population growth.	7/29/2024 11:48 AM
188	Stafford Area- A regional Climate Action Plan should be developed. Area is surrounded by 4 of the top 5 greenhouse gas emitters in the region. Stafford is the "ONLY" open space area that would be a GREAT carbon sequestration sink. Council are on board with this.	7/29/2024 9:35 AM
189	green spaces, old growth trees, wildlife habitat, peaceful surroundings	7/29/2024 7:48 AM
190	NO SPRAWL, MORE DENSITY	7/28/2024 12:50 PM
191	Rural areas outside the urban growth boundary. Walkable/bikable neighborhoods within the urban area.	7/28/2024 8:34 AM
192	Natural áreas, forest, farmlands	7/28/2024 8:26 AM
193	I want to be able to leave the metro with a short 20 minute drive. I don't want so much congestion that I cannot leave the city/suburbs in a reasonable amount of time.	7/25/2024 7:17 PM
194	Strong neighborhoods, nice parks for recreation	7/24/2024 5:33 PM
195	Wise planning for growth, taking into consideration needs and protecting farm land and natural resources.	7/24/2024 3:55 PM
196	The opportunity to produce housing as inexpensively as possible to keep housing affordable for all regional residents.	7/24/2024 11:56 AM
197	Our current UGB. Enough sprawl. I left San Diego 16 years ago because sprawl ruined California. Let's not repeat that mistake here.	7/24/2024 7:32 AM
198	Forest/habitat for animals	7/24/2024 12:10 AM
199	Good jobs, all kinds of housing options that are attractive and safe, parks, agriculture and businesses to employ people so that we can manufacture top-notch goods in Oregon.	7/23/2024 9:20 PM
200	Denser development	7/23/2024 8:54 PM
201	Create access to good housing in good neighborhoods. Overall preserving existing neighborhood communities and enabling good communities for the future.	7/23/2024 8:30 PM
202	I want to preserve our region's phenomenally productive farm and forest land, which we have tragically failed to do in the face of exclusionary, detached single family home mandates, particularly though not exclusively in suburban areas.	7/23/2024 6:39 PM

203	Vacant land	7/23/2024 6:19 PM
204	Property rights and value	7/23/2024 3:19 PM
205	The historic human scale neighborhoods left from the old streetcar network, small city blocks, mixed use and multi family housing	7/23/2024 3:14 PM
206	Low traffic around Farm/Agriculture areas, due to animals, crops and machinery.	7/23/2024 2:12 PM
207	agricultural land and nature habitat	7/23/2024 12:06 PM
208	Farmland. We need LOCAL food sources.	7/23/2024 11:17 AM
209	Farmland and rural areas at risk of development	7/23/2024 2:36 AM
210	Environment especially our tree canopy	7/22/2024 3:06 PM
211	I want to see med-high density housing to be prioritized over single family lots	7/22/2024 6:07 AM
212	Natural beauty	7/21/2024 12:16 PM
213	Wildlife habitat	7/21/2024 10:35 AM
214	Green space	7/21/2024 9:49 AM
215	The area is losing residents. There's no reason to extend the growth boundary.	7/21/2024 9:00 AM
216	Urban growth boundaries	7/20/2024 9:12 PM
217	The forests and natural ecosystems	7/20/2024 8:57 PM
218	Our urban growth boundaries should be permanently locked in place. Any growth should occur in existing urbanized land; in other words, densify, densify, densify.	7/20/2024 7:38 PM
219	Public spaces	7/20/2024 10:41 AM
220	I want to continue to see communities that provide great access to natural areas, preferably within a short walk or bike ride for most residents. I think our parks are some of our most valuable resources and they contribute so much to the health of the community.	7/20/2024 9:28 AM
221	Park land and the proximity to natural spaces (farms, forests, etc).	7/20/2024 7:41 AM
222	As much uninhabited natural habitat as possible. Including undeveloped riverfronts and other areas adjacent to waterways. Bring back the wetlands of Portland.	7/20/2024 12:38 AM
223	Natural/green spaces.	7/19/2024 4:15 PM
224	The ability to escape the urban and suburban area in a short distance.	7/19/2024 2:06 PM
225	Washington Park, Forest Park, alongside all of our other parks in Portland.	7/19/2024 12:40 PM
226	Agricultural land should not be re-zoned without the owner paying the net back taxes instead of receiving a windfall.	7/18/2024 9:44 PM
227	Green spaces.	7/18/2024 12:03 PM
228	Farm & forest. No expansion to the UGB.	7/18/2024 10:20 AM
229	Tree canopy, green spaces, floodplains. Tree canopy is the most important.	7/18/2024 6:16 AM
230	Rivers and streams, watersheds, and walking paths that provide access for all	7/17/2024 11:12 PM
231	Green space , fields, undeveloped land!!	7/17/2024 6:04 PM
232	Wetlands, riparian areas, forest tracts	7/17/2024 2:18 PM
233	Our land	7/17/2024 2:00 PM
234	Portland's commitment to creating dense, efficient, and affordable housing where people want to live.	7/17/2024 9:20 AM
235	nature	7/17/2024 1:16 AM
236	Farmland when possible	7/16/2024 11:18 PM

237	Farm and forest areas	7/16/2024 8:46 PM
238	The core downtown businesses and restaurants as well as the neighborhood restaurants and small businesses	7/16/2024 8:44 PM
239	Protect farms, forest, rural areas, quality of life, and our smaller urban footprint	7/16/2024 8:26 PM
240	Green spaces	7/16/2024 6:51 PM
241	Trees and natural spaces	7/16/2024 6:26 PM
242	Natural areas of forest, marshes, and waterways that help absorb lower the intense heat of summer and absorb the extreme rain events we have been experiencing.	7/16/2024 5:52 PM
243	Open spaces, green space.... Just because people want to move here does not mean we need provide it	7/16/2024 12:20 PM
244	Housing Variety and natural resources.	7/16/2024 10:24 AM
245	Police presence/relationships with all community members to keep our city safe	7/16/2024 8:09 AM
246	Parks and Trails	7/16/2024 8:00 AM
247	Low cost homes	7/15/2024 10:34 PM
248	Portland isn't necessarily growing. The growth assumption relies on more in-migration than out-migration, not the case recently. Portland needs to contain and preserve METRO borders. Do not build on more farmland just because it is easy. Re-develop, re-purpose, re-use existing real estate...land and buildings.	7/15/2024 8:39 PM
249	As much forest and wetlands as possible.	7/15/2024 7:50 PM
250	Space for wildlife: safe places for birds, forested areas, wetland, river access, etc. I hate watching wildlife be killed or relocated because we don’t leave them space in our communities to live.	7/15/2024 7:17 PM
251	Our small cities and metro to be dissolved	7/15/2024 6:47 PM
252	Portland is a city of neighborhoods - I want that amazing diversity and sense of wonder (one experiences) kept (not preserved - like jam) and CELEBRATED!	7/15/2024 6:41 PM
253	Open spaces, the integrity of old neighborhoods- historic ones in particular, balance of low income to market rate to high end market rate- in other words a balance that includes all demographics, easily walkable and access to shops, schools, work, safety, safe and beautiful public spaces	7/15/2024 5:54 PM
254	Housing affordability and a strong economy	7/15/2024 5:28 PM
255	Habitat and habitat connectivity... keeping the 30 by 30 vision in mind (conserving 30% of the land by 2030)	7/15/2024 5:22 PM
256	Affordable single family housing	7/15/2024 5:19 PM
257	Forest. More TREES!!	7/15/2024 5:12 PM
258	Save the old historic houses	7/15/2024 4:37 PM
259	Safe cities, funded schools, managed traffic flow	7/15/2024 4:03 PM
260	Open spaces, farmland, winery areas, forested areas	7/15/2024 3:31 PM
261	The small town feel of my City (Tigard). I want to preserve the LACK OF homeless camps taking over our streets, parks and public spaces. I want to preserve the conservative values of neighborhoods, family and community vs. ushering in progressive and liberal ideologies.	7/15/2024 3:25 PM
262	Existing oatks	7/15/2024 3:00 PM
263	Our community. I do not want to service homeless in the “greater” area.	7/15/2024 2:52 PM
264	Green space	7/15/2024 2:38 PM
265	balance and faster decision making for UGB expansion	7/15/2024 2:14 PM

266	Old building, architecture and history preserved...	7/15/2024 1:45 PM
267	Existing wild places, farm land and native areas	7/15/2024 1:41 PM
268	DON'T mix farm land with subdivisions…. It's hard enough to farm without traffic making moving equipment harder. And the commuters are so angry at them being on the road….	7/15/2024 1:35 PM
269	Access to parks, forests, trails and biking infrastructure.	7/15/2024 1:17 PM
270	Agricultural land and wilderness. Discourage sprawl and residential that requires automobiles as the primary or only source of access.	7/15/2024 1:12 PM
271	Clean up Portland before spreading outwards to further communities!	7/15/2024 1:11 PM
272	Access to nature, clear difference between urban and nonurban.	7/15/2024 12:58 PM
273	Farm land.	7/15/2024 12:47 PM
274	Forests and farms	7/15/2024 12:44 PM
275	Forests and nature areas to protect animals	7/15/2024 12:41 PM
276	The ability to get outside the city boundaries within a short amount of time. Keep the boundary where it is and preserve the surrounding farmland and wide open spaces.	7/15/2024 12:40 PM
277	Habitat connectivity and opportunities for people to connect to nature close to where they live.	7/15/2024 10:53 AM
278	Urban growth boundary (PLEASE PREVENT SPRAWL!), parks, natural areas, bike paths	7/15/2024 10:35 AM
279	Vibrant, dense urban neighbors, along with green spaces.	7/15/2024 9:56 AM
280	Green space in the form of parks inside the UGB.	7/15/2024 7:25 AM
281	Trees and parks	7/15/2024 6:59 AM
282	Parks, greenspace, forests.	7/15/2024 6:34 AM
283	Middle income housing. Don't expand the boundary for McMansions.	7/15/2024 6:07 AM
284	Vulnerable ecosystems and natural areas.	7/15/2024 12:26 AM
285	Nature, local communities, and parks.	7/14/2024 9:17 PM
286	I want to ensure existing small businesses and minority-run businesses are preserved. I want minority neighborhoods to be preserved and not gentrified or torn down. I want to preserve nature and existing waterways.	7/14/2024 9:11 PM
287	Land. Farm fields. Country. Acres	7/14/2024 7:33 PM
288	Our natural and agricultural land outside city boundaries.	7/14/2024 6:14 PM
289	Green spaces for all	7/14/2024 5:37 PM
290	Water and land	7/14/2024 5:29 PM
291	Community	7/14/2024 5:15 PM
292	Greenways along waterways and ridgelines. Nature parks at major high points. High value agricultural land in WashCo and ClackCo.	7/14/2024 3:55 PM
293	Rural communities and farming communities.	7/14/2024 3:35 PM
294	Less growth, more green space and trees	7/14/2024 3:25 PM
295	I would like to see greenspaces preserved. I want my children to continue to see wetlands and the plentiful creatures that live there. I'd like to see the beauty of our area maintained.	7/14/2024 2:16 PM
296	Green areas, envrionment protected, private forests protected and waterways protected.	7/14/2024 1:53 PM
297	Forests and farmlands.	7/14/2024 12:58 PM
298	Green space.	7/14/2024 12:44 PM
299	Farm lands and agriculture	7/14/2024 12:12 PM

300	I would like to see our growth boundary remain the same, as the region has plenty of land that already sits empty, or ripe for redevelopment.	7/14/2024 11:25 AM
301	Farmland, rural areas, trees I want to keep these small communities small.	7/14/2024 11:24 AM
302	Our small community size of sherwood	7/14/2024 11:19 AM
303	Sherwood as a smaller town.	7/14/2024 11:16 AM
304	Land	7/14/2024 10:48 AM
305	Agriculture and farm land	7/14/2024 10:28 AM
306	Small towns stay small towns. Water in the hills is already becoming scarce.	7/14/2024 10:25 AM
307	Green space, farming communities, small towns	7/14/2024 10:13 AM
308	Farmland, agriculture and green spaces	7/14/2024 10:03 AM
309	Farms.	7/14/2024 9:43 AM
310	Wetland, existing forest, prairie, agriculture.	7/14/2024 9:25 AM
311	Not allowing transients and pan handlers in our nice city. Less small cheap housing.	7/14/2024 8:43 AM
312	Safe and pleasant biking and walking in all neighborhoods. Opportunities for neighbors to be together outside.	7/14/2024 8:17 AM
313	Stop the sprawl. Look to Los Angeles to see the negative affects. There needs to be balance.	7/14/2024 8:06 AM
314	Increase density while preserving existing greenspace	7/14/2024 12:07 AM
315	Green space, forest lands, infrastructure in existing neighborhoods.	7/13/2024 10:53 AM
316	Diversity in architecture, close attention to public transportation development	7/12/2024 11:40 PM
317	I love that Portland has beautiful nature very close to the metro area limits. It's always heartbreaking to see nature torn down and continue urban sprawl. I saw this first hand in Tigard near Roy Rogers and scholls ferry. I also really like how the Portland area doesn't feel like it has crazy urban sprawl and that you can get through the city quickly. Other cities with large urban sprawl that come to mind are phoenix, Denver, and LA. I don't want Portland to be anything like those cities.	7/12/2024 8:13 PM
318	Access to natural areas.	7/12/2024 7:47 PM
319	Transit access, bike lanes, sidewalks, neighborhood density, mixed use zoning	7/12/2024 6:10 PM
320	farmland	7/12/2024 5:31 PM
321	As a working commuter from Sherwood to Portland - there is nothing of value to preserve.	7/12/2024 1:10 PM
322	Population density and shared public spaces	7/12/2024 12:14 PM
323	Preserve park spaces, natural ecosystems, walkability/access to public transport.	7/12/2024 7:47 AM
324	Access and proximity to nature, metro in places and Sherwood itself especially have done well at incorporating/mixing natural area into its development, this should not falter and maybe even should improve and expand some.	7/12/2024 7:15 AM
325	Green spaces and parks, nature trails / natural areas, low-height buildings.	7/12/2024 7:12 AM
326	Wildlife corridors and community spaces.	7/12/2024 12:22 AM
327	Nature! Please keep the city from expanding even more in unsustainable ways.	7/11/2024 11:52 PM
328	Nature. Expanding the urban growth boundary negates needed commitments to mitigate climate change and stop ecosystem destruction. Leave land untouched, humans are not the only creatures entitled to the Earth and this land in particular.	7/11/2024 10:31 PM
329	Our green spaces. The thing that makes this place desirable (and livable as the climate warms) is our older growth wild spaces. Single family homes are not needed as much as shared green spaces.	7/11/2024 6:57 PM
330	The trees, farmland, natural areas, and historic pre-WW2 elements of our built environment	7/11/2024 6:12 PM

	that remain.	
331	Farmland and natural areas.	7/11/2024 4:27 PM
332	The semi-rural aspect of life on the outskirts of the UGB.	7/11/2024 10:33 AM
333	Forests, rural areas, non developed land outside the urban boundary	7/10/2024 10:14 PM
334	Agriculture land	7/10/2024 9:51 PM
335	Single Family Housing with a yard	7/10/2024 8:30 PM
336	Abundant close natural areas. Stewardship of those areas.	7/10/2024 5:14 PM
337	Natural areas and green spaces. Valuable historic buildings and community buildings.	7/10/2024 12:08 PM
338	The beauty and tranquility of the countryside of west Sherwood needs to be preserved. We don’t need any more subdivisions nor apartments out here.	7/9/2024 9:48 PM
339	The ability of local governments to be able to make decisions in their own cities best interest. Free of regional and state government interference. There are plenty of general guidelines in place.	7/9/2024 3:43 PM
340	individual livability, nature, neighborhoods, small businesses, small scale schools and other public facilities, good jobs, happy people and families,	7/9/2024 3:15 PM

Q2 What changes would you like to see as greater Portland continues to grow?

Answered: 340 Skipped: 25

#	RESPONSES	DATE
1	Infrastructure to support the insane influx of people. Traffic is horrific, the building is out of control, and people who have lived here longer than 20 years cannot afford to live here any longer. PDX is no longer amenable to folks, do something about the homeless issue and put checks in place on overdevelopment without infrastructure development.	8/23/2024 10:06 AM
2	More affordable housing	8/22/2024 9:51 PM
3	Less attention to Metro and more attention to individuals	8/22/2024 9:44 PM
4	I'd like to see more affordable housing options integrated into all neighborhoods, better access to public transportation, and the creation of inclusive community spaces that reflect and support the diversity of the Portland metro area.	8/22/2024 9:42 PM
5	Lower density housing w/larger lots	8/22/2024 9:38 PM
6	Growth for the people, not for the developers	8/22/2024 7:24 PM
7	More awareness and protection of our green spaces. The way to do this is NOT by these large swaths of land covered by cookie cutter housing with no yards or trees. So much of our agricultural land has already been covered with these. It needs to stop!	8/22/2024 6:57 PM
8	Less new houses and empty business buildings	8/22/2024 6:51 PM
9	Greater density, more mass transit	8/22/2024 6:46 PM
10	Road improvements	8/22/2024 6:44 PM
11	Stop the sprawl. Start building up not out. Use the land and vacant buildings already in existence! Less property taxes!!!	8/22/2024 6:29 PM
12	Less industrial. Warehouses continue to be built even though there is a plethora of empty warehouse space. The existing warehouse space should be utilized prior to any further construction, or permits for that matter, proceed.	8/22/2024 6:28 PM
13	Allow our region to be nimbler in addressing current and future housing and employment needs.	8/22/2024 6:06 PM
14	Revitalize urban areas that are abandoned and deteriorating areas.	8/22/2024 4:57 PM
15	Family Housing next to and adjoining parks and wetland areas.	8/22/2024 4:38 PM
16	Greater consideration of door to door transportation needs.	8/22/2024 1:13 PM
17	Implementation of plans to handle increased traffic that comes with development.	8/22/2024 11:42 AM
18	More infill housing in high opportunity areas so that Portlanders aren't priced out to the edges of the city. More investment in public and active transit infrastructure.	8/22/2024 11:39 AM
19	Not burdening the existing property owners with the infrastructure improvements and additional schools needed for those that don't even live here (yet).	8/22/2024 10:11 AM
20	Greater density and infill, especially such that it creates mixed-income buildings and communities	8/22/2024 10:08 AM
21	I would like to see underutilized or unused land and buildings be repurposed vs. continued sprawl into the countryside.	8/22/2024 2:52 AM
22	Smart density that positively impacts social predictors of health and safety	8/21/2024 11:09 PM
23	There should be better thought out investment in our transportation network. Prioritize auto traffic with high capacity, attractiveness, and generous amounts of off street bike routes. Pay	8/21/2024 10:52 PM

	attention to existing traffic patterns and work to make them more efficient.	
24	More density, more abundant infill housing, investment in transit so areas like Sherwood are reachable from areas like Gresham.	8/21/2024 10:47 PM
25	Homelessness and crime crack down	8/21/2024 9:32 PM
26	I would like to see a ton more infill. there are a lot of brownfield opportunities and a lot of neighborhoods that could thicken-up and benefit the existing residents as well as new ones	8/21/2024 8:16 PM
27	I would like to see policies enacted that are mindful, of and protect, the environment.	8/21/2024 6:06 PM
28	More recognition of climate changes needs in planning. We need local resources for food.	8/21/2024 5:50 PM
29	Higher density within the UGB to limit the cities impact on the environment and increase the city’s tax revenue per acre.	8/21/2024 4:55 PM
30	More affordable housing.	8/21/2024 4:22 PM
31	I would prefer growth happen through infill and greater density than the sprawling developments currently threatening our ag ground and green spaces.	8/21/2024 3:40 PM
32	More focus on reducing traffic that is not just adding public transit or tolls. With so much high-density development going in, it's becoming worse and worse everyday. Figure out and invest in roadways that make sense instead of just assuming people will take public transit. Or actually make our light rail more useable/high-speed...it takes 45 min to go from Beaverton transit center to PGE park. If we actually had express rail, I think more professionals and commuters would consider railway.	8/21/2024 2:58 PM
33	Increased density, transit, walking and biking infrastructure. "Baseline analysis conducted for this Urban Growth Report reveals that there is likely room to accommodate most, if not all, of the region’s existing and future housing needs inside the existing UGB for the next 20 years. "	8/21/2024 2:35 PM
34	Transportation options that efficiently use current and practical evolving modes of transportation. As an example, I do not want to see another bridge project (such as the Tillicum Crossing) that, through social engineering, only provides for a very small percentage of the population.	8/21/2024 10:54 AM
35	Road and traffic improvements.	8/21/2024 8:33 AM
36	Less government	8/21/2024 7:10 AM
37	Roads that are designed to alleviate congestion. Sherwood is small town but I sit in traffic a lot. There should be a traffic light at Chapman Rd and Hwy 99.	8/20/2024 11:35 PM
38	Redeveloping existing underutilized urban areas.	8/20/2024 7:43 PM
39	More safety. Traffic ease. High paying jobs so people here don't need to travel so far to work.	8/20/2024 6:24 PM
40	I would like to see revitalization of already developed areas.	8/20/2024 6:21 PM
41	I would like to see more critical thought in regards to expanding the UGB.	8/20/2024 6:19 PM
42	Less industrial near neighborhoods	8/20/2024 5:00 PM
43	better use of land already within the existing urban growth areas	8/20/2024 4:55 PM
44	Traffic congestion considered more intensly when developing neighborhoods	8/20/2024 4:53 PM
45	Urban growth expansion	8/20/2024 4:49 PM
46	thoughtful expansion rather than what is happening in Sherwood. The Sherwood proposal is way too large for a city of this size and encroaches on native habitats and pristine farmlands.	8/20/2024 4:48 PM
47	Is it truly growing or are we just following the money?	8/20/2024 4:25 PM
48	Smaller pockets of houses instead of mass acres of land covered with housing	8/20/2024 4:20 PM
49	Restoration of life in Portland's downtown core, the heart of greater Portland.	8/20/2024 4:18 PM
50	Again, more public comment, too many developers s d city councils looking for a tax base are driving decisions related to the UBB	8/20/2024 4:10 PM

51	Encourage and support business placement in downtown Portland area in order to utilize already existing business areas. Preserve rural areas and Oregon farming families.	8/20/2024 4:03 PM
52	Keep industrial in industrial areas and residential in residential areas, and do not invade the agricultural reserves	8/20/2024 3:52 PM
53	adequate roads, more dense housing, affordable housing	8/20/2024 3:52 PM
54	More infill and creative uses of office buildings and abandoned warehouses	8/20/2024 3:46 PM
55	Increased public transportation	8/20/2024 3:46 PM
56	housing to be more affordable, transportation system that works	8/20/2024 3:31 PM
57	Better review, consideration and preservation of agricultural land in the metro area for growth. The building and growth has not kept pace with our current resources, infrastructure and good land use management and planning.	8/20/2024 2:53 PM
58	Dedicated transportation corridors to expedite commerce, e.g., Tualatin Sherwood Rd. should have limited intersections and bypass Tualatin	8/20/2024 2:01 PM
59	focus on preservation of agricultural lands	8/20/2024 1:47 PM
60	Affordable housing, green spaces	8/20/2024 10:54 AM
61	Better planning (including securing funding and complete transparency about costs to the tax payers) for traffic changes BEFORE developments are allowed	8/20/2024 9:44 AM
62	Better investments in rail passenger transit and a long-term regional passenger rail plan so that new developments can include TOD. The region's investment in passenger rail has stalled.	8/19/2024 6:09 PM
63	Better infrastructure and condensed housing within already developed community areas	8/19/2024 12:45 PM
64	Increased urbanization, density, and density within non-Portland downtowns especially.	8/19/2024 12:05 PM
65	More dense housing, less car-centric developments	8/18/2024 11:22 PM
66	Denser housing and more public transit	8/18/2024 10:17 PM
67	Build up, not out. Nobody is asking for Sherwood West. It’s unnecessary sprawl that will compound the existing transportation issues of the Southwest Corridor.	8/18/2024 9:24 PM
68	Increase density within 1 mile around our frequent bus services and super dense high rises adjacent to our MAX stops. We need to build more inside the UGB.	8/18/2024 8:37 PM
69	Greater density of housing and amenities	8/18/2024 8:30 PM
70	Slow down the growth, get the traffic under control. From Sherwood it used to take me 50 minutes to the airport, now almost 2 hours. They need to fix the roads before adding more houses	8/18/2024 7:01 PM
71	Greater density and better transit connections through the Portland metro area. Interesting walkable neighborhoods that develop culture and community.	8/18/2024 5:10 PM
72	Densification of the city and its surrounded suburbs. If we want to retain the livability of the region by getting people to use alternate forms of transportation we need to continue to enforce the UGB	8/18/2024 3:42 PM
73	Better highways and main roads	8/18/2024 3:25 PM
74	Less urban sprawl, more density	8/18/2024 2:37 PM
75	More infill housing, fewer cars, more trains, buses, and protected bike lanes with bollards.	8/18/2024 2:25 PM
76	Better high capacity transit, density, less spawl. Municipalities should backfill, densify, and remove parking lots before being granted more land to sprawl out.	8/18/2024 2:25 PM
77	More density along transit corridors	8/18/2024 1:35 PM
78	Improved public transportation. Use existing land already inside UGB.	8/18/2024 1:21 PM
79	Stop trying to make everything part of Portland. Individual communities have their OWN rich history and connections. We are not just Portland's little subsets to absorb and use as needed	8/18/2024 1:20 PM

	by metro.	
80	Denser, smart land use of the existing UGB.	8/18/2024 1:11 PM
81	More density and better transit	8/18/2024 12:49 PM
82	Road expansion first!	8/18/2024 12:29 PM
83	Reducing the massive barriers to infill housing, and an end to frequent UGB expansions for suburban housing.	8/18/2024 11:49 AM
84	Infill, improved land-use, and no further sprawl.	8/18/2024 11:27 AM
85	The existing empty structures being utilized.	8/18/2024 10:00 AM
86	Protect farm land, while also providing more reasonably priced homes. And the infrastructure to support the housing.	8/18/2024 9:40 AM
87	Stop the dense housing if so called affordable housing that is NOT affordable!	8/18/2024 7:48 AM
88	Is Portland really growing?	8/18/2024 7:19 AM
89	Less focus on high density housing and Multifamily apartment living. Focus on using what is not used properly at this time within the boundaries just growth potential and forecasting/opportunity does not require tax payers to accommodate without due diligence to preserve and repurpose the existing land and structures available.	8/18/2024 7:08 AM
90	Fewer large subdivisions with houses stacked on top of each other. Proper roads and sidewalks paid for by developers	8/18/2024 6:28 AM
91	Well thought out and sustainable plans, ways to arrange cities to minimize traffic rather than continuing to expand roads.	8/18/2024 1:08 AM
92	More public transportation	8/17/2024 8:46 PM
93	New housing should be built on a variety of lot sizes rather than only very small lots	8/17/2024 2:48 PM
94	The greatest need that we have in Sherwood, is affordable housing for young families and seniors. We need to get creative in what we build in Sherwood. We do not have the infrastructure to support dense housing except right next to 99. And even then we don't have any transportation hubs. People move to Sherwood to feel like they're in the country a bit.	8/17/2024 9:10 AM
95	Preserve our important farmland and forest- less massive homes, more urban density and the public transport to support it.	8/17/2024 8:27 AM
96	Keeping our small cities small and rural.	8/17/2024 8:02 AM
97	Focus on density, not expansion out. And a priority on affordable housing, not larger single family homes.	8/17/2024 5:18 AM
98	Roads and traffic control	8/16/2024 11:03 PM
99	More space for more single family homes. Prices will go down and more people can live in our beautiful state. Also bigger roads and more infrastructure	8/16/2024 9:55 PM
100	Improve infrastructure such as roads bridges	8/16/2024 9:31 PM
101	I am against adding housing in areas that are already congested. I am also opposed to adding housing in areas currently designated as farmland	8/16/2024 4:23 PM
102	The elimination of urban sprawl and the protection of our natural resource environments	8/16/2024 4:23 PM
103	Portland is not growing. More people have moved out of Portland and Oregon than have moved in over the last couple years.	8/16/2024 11:44 AM
104	keep high density housing near Portland/metro cities downtown areas, better public transportation, less traffic	8/16/2024 7:35 AM
105	Adequate infrastructure planning to accommodate for necessary growth. More willingness from local jurisdictions to work with investors and developers to master-plan communities that allow for greater (& smarter) population growth.	8/15/2024 1:41 PM
106	Improved infrastructure needs to be established before any expansion in development needs to	8/15/2024 12:15 PM

	take place.	
107	Push Eastward and now Westward	8/14/2024 1:08 PM
108	Urban grown boundaries reduced to a lower rate, use land more efficiently for housing and roads.	8/14/2024 7:01 AM
109	There are plenty of homes and industrial properties without adding more homes and spreading more	8/14/2024 6:25 AM
110	Increased lanes on throughways and highways.	8/14/2024 5:31 AM
111	I would like to see further vertical growth in the current urban boundary as the infrastructure for the surrounding area isn't meant to support the proposed growth.	8/13/2024 10:06 PM
112	More forests, trees planted and LESS ticky tack multifamily housing put in.	8/13/2024 8:58 PM
113	Better handling of traffic congestion and improved caretaking of our nature and our green spaces.	8/13/2024 7:54 PM
114	less traffic	8/13/2024 4:45 PM
115	Use preexisting empty buildings vs clearing areas for new construction	8/13/2024 4:06 PM
116	Slowing down the expansion of large commercial facilities, industrial parks etc., that sit vacant for so long.	8/13/2024 3:46 PM
117	address congestion	8/13/2024 3:29 PM
118	Defund Metro	8/13/2024 1:58 PM
119	Maintain existing roads, less traffic, use abandoned buildings, industrial and commercial to be converted into housing instead of taking away more land.	8/13/2024 12:55 PM
120	Think about what your taking away from the community as you think your just building a community and the reasons people wanted to move to sherwokd to begin with isn't what sherwood is anymore. We used to be a rural close knit community filled with farms and hard working farm families. Those are less and less every year and it's just becoming another suburban area filled with homes and shopping. We've lost what sherwood is all about.	8/12/2024 6:13 PM
121	A road system developed to meetnot automobile traffic demands and less compromised for biking.	8/12/2024 5:29 PM
122	more mixed use developments so that people can enjoy amenities like shopping and restaurants right outside their front door	8/12/2024 4:56 PM
123	A new Max line along Sunset Hwy west from transit center to Banks	8/12/2024 4:44 PM
124	Less people less traffic, tougher on crime.	8/12/2024 10:01 AM
125	I want to see less growth, less homeless, and more crack down on crime. This would help clean up Portland and get it back to its natural beauty!	8/12/2024 7:23 AM
126	Encourage bike and walkable neighborhoods. Lessen car use. Density not sprawl. I think Orenco is a good model with green neighborhood spaces. Porches that face on another. Cars behind the houses to promote community.	8/11/2024 10:45 PM
127	THOUGHTFUL development with appropriate infrastructure… no more low cost developments of poor quality buildings that still fail to provide truly affordable housing. Build to meet the population's demands, not to put money in the pockets of developers	8/11/2024 8:32 PM
128	LESS HOMELESS, LESS CRIME, just non of that. Ya no mas indigentes peligrosos, ni crímenes. Menos fourplex. Mas edificios de 10 pisos con ZONA VERDE Y ÁRBOLES.	8/11/2024 2:32 PM
129	Less density. Better traffic planning. Major arteries in Sherwood now are overloaded with cars	8/11/2024 10:27 AM
130	As a lifelong Oregonian, I have generally been in favor of land use planning. I believe, however, at times the process has been too restrictive. For example, the report acknowledges that there is a lack of appropriate industrial land, even though the available land is within projected needs. Leaning towards the high side of projections could also more than offset demand, thereby helping with affordability.	8/11/2024 8:18 AM

131	More housing and more land available for more single family housing.	8/10/2024 11:46 AM
132	More green and open spaces	8/10/2024 10:36 AM
133	More open space and preservation of agricultural and forest land.	8/10/2024 9:58 AM
134	Sensible development	8/10/2024 7:37 AM
135	More safe parks and recreation opportunities. Affordable housing to OWN, not rent.	8/9/2024 11:15 PM
136	Less density	8/9/2024 6:07 PM
137	Allow more parking	8/9/2024 5:50 PM
138	Much has been said about the need for more housing such as multiple dwelling units where high density can be capitalized. There needs to be a balance between more housing, preservation of existing rural land uses and lifestyles. The question is how much more housing is actually needed with its impact on roads, public service infrastructure such utilities, water, sewage, etc coupled with the total financial resources that will be passed on to the taxpayers.	8/9/2024 11:13 AM
139	Less density in housing development.	8/9/2024 9:51 AM
140	Stop expanding and use what you already have. This includes proper planning so we are not stuck with traffic in 5-10 years, farmland reserves.	8/9/2024 9:32 AM
141	More high density, affordable living spaces with the existing urban growth boundary.	8/9/2024 6:58 AM
142	Less people moving here	8/8/2024 9:04 PM
143	Keeping nature	8/8/2024 8:18 PM
144	Greater Portland should not grow until Portland is cleaned up and managed properly.	8/8/2024 7:45 PM
145	Fill in. Focus on Multifamily. You'll have more than you need as BBs downsize or die.	8/8/2024 7:45 PM
146	To start and continue rejuvenating the downtown or existing empty buildings	8/8/2024 7:28 PM
147	Less new housing	8/8/2024 7:19 PM
148	More density, less sprawl	8/8/2024 7:05 PM
149	Stop spreading into agricultural/forested lands	8/8/2024 6:28 PM
150	Keep land as is no more commercial growth	8/8/2024 6:24 PM
151	More freedom with offers by the constitution. More police, fewer taxes and voting in person with a government photo document.	8/8/2024 5:38 PM
152	improve the roads before development occurs	8/8/2024 3:43 PM
153	I would like to see people buy homes and not hedge funds. We don’t need more new construction homes, we need to promote homeownership and upkeep in already established communities	8/8/2024 1:58 PM
154	Transportation connectivity prioritized to help mitigate congestion on arterial roadways.	8/8/2024 1:04 PM
155	less homeless camping on public and private land.	8/8/2024 12:02 PM
156	Better roads	8/8/2024 11:42 AM
157	Better road conditions, and not much more than that. Sick of the high rise homes, and the SAME stores/eateries in every strip mall. But that is our of your control.	8/8/2024 11:42 AM
158	We need to make it legal to thicken up our existing neighborhoods in an incremental and productive way rather than bankrupting our communities on unsustainable growth patterns that we can't maintain.	8/8/2024 11:25 AM
159	Repurpose buildings in Portland & other areas	8/8/2024 11:04 AM
160	Not to add more land around Sherwood	8/8/2024 10:47 AM
161	Stop adding more homes to cities where the traffic is already a nightmare, like Wilsonville	8/8/2024 10:12 AM
162	Expand freeway lanes	8/8/2024 9:54 AM

163	More consideration to how the growth effects our rural communities and small family farms that feed our community	8/8/2024 9:42 AM
164	Really thinking through the big picture. Not pressured by builders for $$. Infrastructure, road improvements for capacity, sidewalks, parks, natural areas. Not all filled in	8/8/2024 9:37 AM
165	Fix Portland and all their issues by helping rebuild and develop more businesses. Sherwood doesn't need Metro because we have grown more than what is acceptable and Metro needs to stay out of our part of the world.	8/8/2024 8:49 AM
166	That's some video officials. Don't make it all about getting more tax money and leave some of the spaces as they are.	8/8/2024 7:14 AM
167	Maintaining Oregon's natural beauty by NOT having tons of concrete and strip malls.	8/7/2024 11:21 PM
168	Increase urban density. Build/create more housing connected to transportation.	8/7/2024 8:39 PM
169	greater use of land currently available within UGB (example infill current space vs expansion)	8/7/2024 8:21 PM
170	less traffic, preservation of UGB, improvement of downtown portland the way it was before 2020	8/7/2024 7:57 PM
171	More leadership by people of color, in elected and also executive leadership at Metro	8/7/2024 4:34 PM
172	More efficient use of land close to job centers. I'm surprised there is still farmland inside of I-205. Also, I would like to see a bridge over the Willamette between Oregon City and Wilsonville, and a bridge over the Columbia east of I 205. Nice job with the new recreation area Chahalem Ridge.	8/3/2024 8:26 PM
173	Less homeless, legalized prostitution, bike lanes everywhere	8/3/2024 3:14 PM
174	Cited above...more housing within UGB; build up/onto current buildings, golf courses, unused land, homes, convert hotels/motels, revitalize areas inside the city, promote ADUs, offer incentives etc.	8/3/2024 12:50 PM
175	Better transportation system, specifically an I-5 to OR 99W connector between Wilsonville (or just north of), and to the south of Sherwood. Preferably an expressway.	8/2/2024 11:42 PM
176	Less car-dependent development. More new gas stations and charging stations. More small neighborhood markets. Building that is not just residential homes. The more new homes, the more new amenities needed to go with them. Otherwise it creates traffic and time bottlenecks.	8/2/2024 3:13 PM
177	A west side highway should be built, mirroring 205. Too much traffic burden is put on 217 and roads like Roy Rogers	8/2/2024 12:30 PM
178	I would like to see the ability for more PUD subdivisions, a break up of housing within a subdivision. Rather than throwing all townhomes in an area it would be nice to allow for open space, different product types, and community areas.	8/1/2024 12:31 PM
179	Use of more brownfields and infill. Replace single story multi family homes with multi story homes	7/31/2024 11:31 AM
180	Bigger tax lots. No one wants to live in a match box. I would pay MUCH higher purchase prices to have a quality property.	7/31/2024 8:37 AM
181	"Middle housing", which allows more housing within defined spaces in the city as well as in the suburban areas. Include some green areas for multiple unit buildings, e.g. courtyards.	7/30/2024 7:44 PM
182	more preservation of nature and fish and wildlife habitat	7/30/2024 2:53 PM
183	Really plan for future growth. Especially guaranteeing there is adequate infrastructure to support the past, currnet, and future growth.	7/30/2024 8:55 AM
184	Improved street designs clearing the hazards of parked cars and narrow lanes.	7/30/2024 8:22 AM
185	Less focus on density. More focus on asthetics/attractive neighborhoods	7/30/2024 7:14 AM
186	More parking in commercial areas and in new buildings. Accessible commercial and residential spaces for people with mobility issues. Reduced developer, landlord and realtor greed - so housing costs can become affordable.	7/29/2024 11:37 PM
187	Actividades familiares,viviendas para personas mayores de 55 y retirados.	7/29/2024 7:21 PM

188	More housing in old industrial areas like Portland's Central Eastside. Preserving old homes and green space. Increased density in suburban areas as well as in the city instead of development on farmland and forests.	7/29/2024 11:48 AM
189	Build Up not Out!	7/29/2024 9:35 AM
190	Investment in infrastructure like roads, bikeways, transit. There needs to be a plan to move the people around the area. How do people get from Sherwood to downtown without adding to gridlock? I would also like to see fewer corporations owning properties and renting, than affordable properties for entry level home buyers.	7/29/2024 7:48 AM
191	no sprawl more density and walkabity. abolish highways, improve public transport	7/28/2024 12:50 PM
192	More walkable/bikable neighborhoods. Less new suburban sprawl.	7/28/2024 8:34 AM
193	Denser housing options, infill development, and transit-oriented housing.	7/28/2024 8:26 AM
194	Vertical growth. More condos in dense areas. And add one or two new dense city center type location. Maybe one east and one west.	7/25/2024 7:17 PM
195	Less crime, better transportation systems, fewer homeless	7/24/2024 5:33 PM
196	See above	7/24/2024 3:55 PM
197	Additional expansion of the UGB to keep overall costs low for development while providing opportunities to access public transit and provide workforce housing for major employers and employment hubs.	7/24/2024 11:56 AM
198	Make it easier for developers to build dense mixed use in areas already within the UGB. If that means tax incentives for five story condos, or repealing parking minimums for new builds, or making the bureaucratic cost of applying for redevelopment/remodeling of office/commercial into residential, do it!	7/24/2024 7:32 AM
199	More space for affordable housing	7/24/2024 12:10 AM
200	Easing traffic quagmires and building more sustainably. Safer communities. Walking paths and farmer's markets. Manufacturing jobs and training programs for future employees.	7/23/2024 9:20 PM
201	Denser Development	7/23/2024 8:54 PM
202	Allowing more single family and multi family housing that creates quality neighborhoods and communities.	7/23/2024 8:30 PM
203	Increase density, like A LOT. The best things about cities are only really possible when adequate desnities are achieved. Even issues such as public safety can be addressed by having more people around. Portland is nowhere near the density levels needed to support the kind of sustainable urban form that most of us actually desire. Walkable neighborhoods require lots of people walking to places like grocery stores to support them. Transit only makes sense for occasional users (e.g., those of us that work from home) if service is frequent enough and reliable enough that we don't have to spend a lot of time figuring out when the next bus will arrive. Those things require density.	7/23/2024 6:39 PM
204	Redevelop and repurpose current real estate	7/23/2024 6:19 PM
205	Enforcement of current immigration laws, support for property rights of current landowners and value esp for senior citizens	7/23/2024 3:19 PM
206	A major reduction in single family housing and expansion of car dependent suburbs, a focus on walkable neighborhoods with character and dense multi unit housing projects, transit and bike oriented design, infill of the vacant parking lots across east portland	7/23/2024 3:14 PM
207	For development kept closer to city centers and leave space for areas of land and farms in tact.	7/23/2024 2:12 PM
208	higher density in current Urban areas	7/23/2024 12:06 PM
209	No expansion permitted unless accompanied by concurrent expansion of public transportation.	7/23/2024 11:17 AM
210	Increased density, better transit	7/23/2024 2:36 AM
211	That the city and state government follow environmental code and NROd as significant as	7/22/2024 3:06 PM

	addressing affordable housing. I would like the state to start doing conservation efforts to prevent forest fires before they adding more infill, especially in rural areas	
212	More passenger rail & LRT	7/22/2024 6:07 AM
213	Protection of natural and farm land	7/21/2024 12:16 PM
214	More dense affordable housing with public transportation, work space with shopping hubs	7/21/2024 10:35 AM
215	Access to rapid transit in all corners of the metro. Buses are not rapid transit unless they are given priority and actually go faster than traffic.	7/21/2024 9:49 AM
216	The area is losing residents. There's no reason to extend the growth boundary.	7/21/2024 9:00 AM
217	More density	7/20/2024 9:12 PM
218	Less ugliness and more nature	7/20/2024 8:57 PM
219	Better public transit. We must expand the MAX into the SW metro on a common-sense alignment, not the poorly planned alignment that was proposed before. We must expand streetcar service all over Portland proper. Examples for the streetcar would be down into Lake Oswego, down Sandy Blvd., north up MLK Blvd. to Lombard St., from the MAX west down Lombard all the way to St Johns, down 82nd Ave., down 122nd Ave, and much more. Other corridors need bus rapid transit. Incentivize density of housing along all transit corridors and even deep into underserved neighborhoods. We have a terrible housing shortage and density is needed.	7/20/2024 7:38 PM
220	Not fall into the "cookie cutter" trap. Make sure public transit keeps up with growth AND make sure cars aren't excluded. Parking is needed. Mass transit doesn't work for all.	7/20/2024 10:41 AM
221	I would like to see a stronger move towards mixed-use, walkable, transit-oriented communities. I think the suburbs are really lacking in this regard due to historical planning trends, but we are seeing some changes in the right direction. I think we should embrace "Vision Zero" planning, with separated bike paths, human-scaled streets, and traffic calming measures. I would love it if my kids could walk to school someday. I would love to see every neighborhood have a grocery store within a short, safe bike ride. I would love to see more starter homes that are affordable, such as townhomes and row houses, close to amenities. Bonus points if some townhome plans have a bedroom/kitchen on the first floor for aging family members.	7/20/2024 9:28 AM
222	More dense neighborhoods with increased public transit options.	7/20/2024 7:41 AM
223	Bring back the wetlands of Portland! Wetland parks everywhere! MORE DENSITY, LESS DESTRUCTION. Build townhomes! Build small apartment blocks! Build corner stores and apartments above retail!	7/20/2024 12:38 AM
224	Before we look at expanding into the urban reserve, I'd like to see local government take better care of existing areas where there are economic and racial disparities. If we can't even properly manage what we have, why add more?	7/19/2024 4:15 PM
225	We don't need to make new developments car dependent. Build new developments with biking walking and transit first	7/19/2024 2:12 PM
226	More walkable and bikable development. Encourage density and preserve the rural landscape within a short distance to Portland. Re-ruralizing landscapes is almost completely impractical, we should preserve what we have while making our cities more livable.	7/19/2024 2:06 PM
227	More development and land use planning towards dense housing centered around walkable neighborhoods and transit oriented travel. We should not be building the most inefficient form of housing that is continuously built (single family homes) in areas where a car is necessary to survive. Walkable, dense neighborhoods is vital towards creating a more sustainable future.	7/19/2024 12:40 PM
228	More enforcement of developers not following the law, including seizing property through eminent domain if they fail or refuse to produce enough affordable housing units.	7/18/2024 9:44 PM
229	More public transportation.	7/18/2024 12:03 PM
230	We have plenty of land available for development. Until literally the entire metro is covered with 3-story buildings, there should be no UGB expansions. Along these lines, we need to continue improving public transit focusing primarily on what will attract more ridership.	7/18/2024 10:20 AM
231	More emphasis on public transit for those in the outlying areas. Trimet is not keeping up with	7/18/2024 6:16 AM

	the growth, and some of the outlying areas not accessed by a Max line have more difficulties in getting where we need to go.	
232	Greater distribution of high rise residential apartment buildings outside of the downtown core area, especially in Southwest. A MAX line spur from the current Washington Park station heading south, with stops for Council Crest, Hillsdale/Wells HS, Burlingame, Multnomah Village, Capitol HWY at 99W, Jackson MS, PCC Sylvania, Gabriel Park, Six Corners/Raleigh Hills,	7/17/2024 11:12 PM
233	STOP 🛑 Oregon infrastructure is the WORST I have seen. Traffic in rural areas will become disastrous with population growth!	7/17/2024 6:04 PM
234	Less roads and parking lots, more transit and fewer vehicle Miles traveled, more middle housing and mid-rise buildings. Daylighting buried streams, better fish and other animal friendly crossings. No data centers. No single story commercial and industrial buildings.	7/17/2024 2:18 PM
235	Stop building over our greenland. Land conservation.	7/17/2024 2:00 PM
236	More mixed used areas with less signle family housing.	7/17/2024 9:20 AM
237	build up and not out, and reduce parking footprint	7/17/2024 1:16 AM
238	More housing options, density, a mixture of all housing types — not just single family homes.	7/16/2024 11:18 PM
239	Stop growing out and think of growing up! Cities should be dense and walkable. Growth does not mean just go out. Look at European cities as an example. They have been around some for thousands of years without continuing to just expand out. Utilize the space they currently occupy.	7/16/2024 8:46 PM
240	A little more room for smart growth neighborhoods with row homes, townhomes, and small lot homes. The neighborhood should mainly be served by a park and neighborhood retail, grocery, and restaurants. Walkable is very important	7/16/2024 8:44 PM
241	More density; increased infill; redevelopment of underutilized land; demolition of older buildings to make way for newer, larger, and denser buildings; improved transit to serve the increasing population and density	7/16/2024 8:26 PM
242	Higher density housing options, more walkable neighborhoods, better sidewalks	7/16/2024 6:51 PM
243	Stop high density development that takes out all trees and natural area. Plan for roads, our roads already can’t support the population we have. Metro to have parks that allow dogs and not horses.	7/16/2024 6:26 PM
244	More density and mixed uses in every city core to create its own unique identity whole creating more walkability. This would also contribute to the ease of cycling and the viability of public transit projects, even in smaller cities. Mixed use, dense city cores would also create a tax surplus for local governments and metro to use for maintaining or expanding services.	7/16/2024 5:52 PM
245	Less high density housing that makes traffic worse since know one focuses on the impacts it causes on roads	7/16/2024 12:20 PM
246	More complete street systems. Transit expansions.	7/16/2024 10:24 AM
247	I would like to see greater opportunities for affordable housing and proximate employment for residents. I would like Portland to be a place my children would be able to live in.	7/16/2024 9:04 AM
248	Improved/increased access to mental health and in/outpatient A&D drug treatment	7/16/2024 8:09 AM
249	Better transportation options. Not only mass transit but more bridges to reduce congestion. People dont want to go into some areas like Portland and Vancouver just due to the traffic.	7/16/2024 8:00 AM
250	Greater density. More ADUs in existing neighborhoods	7/15/2024 10:34 PM
251	Stimulate (incentivize) redevelopment within existing boundaries. Of course it is easier to build new on bare, flat farmland... don't do it.	7/15/2024 8:39 PM
252	Better street cycling conditions	7/15/2024 7:50 PM
253	I would like to see entire neighborhoods built that include everything the increase in population needs: more stores, expansion of roadways to deal with traffic, more schools so that the	7/15/2024 7:17 PM

	schools that are there don't just increase class sizes, parks for families to enjoy so there isn't more crowding of the parks that exist, etc.	
254	Stopping the theft of our farm land for junk houses and o er crouding	7/15/2024 6:47 PM
255	A solution for all the empty commercial space, particularly close in, that is discouraging to the random flanneur as well as the residents. I would like the SW light rail to HAPPEN because I lived in SW (out near Tigard) and the traffic is beyond horrific - made me move back to NE Portland Yikes - it's literally untenable. And I don't want downtown to pay the price (becoming a donut hole).	7/15/2024 6:41 PM
256	Better mix of housing, better accessibility to transportation services and more. Better mass transit to suburbs and outer areas. Better job of keeping neighborhood integrity, better public safety	7/15/2024 5:54 PM
257	More land appropriately developed for a mix of single family and higher density housing. More single family is needed to help on the affordability goal.	7/15/2024 5:28 PM
258	I'm hoping for a change in mindset. or maybe more education... many people who value quality habitat and green spaces also don't like dense housing and don't see the connection. Many people want to live on acreage and in the Wildland Urban Interface, but it is damaging to wildlife	7/15/2024 5:22 PM
259	More affordable single family housing and safe, affordable public transit.	7/15/2024 5:19 PM
260	Please focus on walkability and public transit. Protected bike lanes, please! Get rid of parking lot requirements and allow mixed use zoning.	7/15/2024 5:17 PM
261	More parks, public transportation, less traffic	7/15/2024 5:12 PM
262	No growth	7/15/2024 4:37 PM
263	Increase in infrastructure - the growth continues but arterial roads are not developed/improved to support the traffic. Homes continue to be built in SW Beaverton, but nothing has been done to increase the traffic flow/capacity on Scholls Ferry - the primary freeway access point.	7/15/2024 4:03 PM
264	keeping urban sprawl under control	7/15/2024 3:31 PM
265	I'd like us to change BACK to when kids didn't have to be afraid in the streets and drugs/criminals didn't run amok in our City.	7/15/2024 3:25 PM
266	More single family homes	7/15/2024 3:00 PM
267	Safe communities -making them a priority.	7/15/2024 2:52 PM
268	A network of bike trail and larger freeways	7/15/2024 2:38 PM
269	its obvious we need more housing and job creation to support us. Metro takes too long to evaluate these expansion decisions, so we pass up opportunities.	7/15/2024 2:14 PM
270	Houses that are small for first time home buyers... not huge 4 bedroom homes with high end amenities. Small homes on large lots. With eco features like room for garden, underground water storage for watering garden, and solar panels on roof. No more granite counters and high end appliances. Your first home should be basic. That gives people something to strive for. Also stop the massive rentals of homes by non us citizens. Rent is more expensive than a mortgage. I know tons of home we're purchases in the economy crash of 2009 and purchases by foreigners to make $$ stop that practice. And you will have lower housing cost.	7/15/2024 1:45 PM
271	As few as possible	7/15/2024 1:41 PM
272	Better transportation infrastructure. Our roads have been the exact same going into/out of PDX 50 years or more	7/15/2024 1:35 PM
273	Improved public transportation and improved/increased use of multimodal trails and biking infrastructure.	7/15/2024 1:17 PM
274	High density in-fill and zoning upgrades near rapid transit access. Prioritize this BEFORE expanding the UGB.	7/15/2024 1:12 PM
275	Cheaper rates and less control	7/15/2024 1:11 PM
276	Stopping sprawl and addressing climate by building more compactly and decreasing highway	7/15/2024 12:58 PM

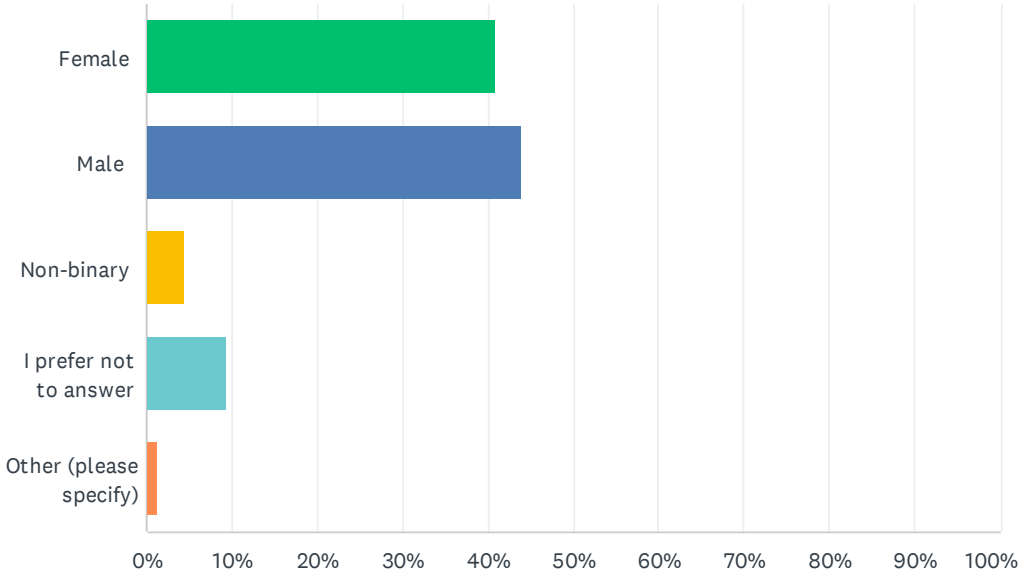
	modes of transportation.	
277	No more growth. No more crappy homes built tightly together. We need some countryside-trees, deer, birds, butterflies, rather than more concrete.	7/15/2024 12:47 PM
278	Fewer homeless, less garbage on the streets, more multi-family that includes parking	7/15/2024 12:44 PM
279	More requirements for affordable housing units. New apartments are ridiculously expensive and not built for families.	7/15/2024 12:41 PM
280	Grow up not out.	7/15/2024 12:40 PM
281	Smart transportation options, affordable housing within city centers and strong habitat protections for wildlife connectivity throughout our region.	7/15/2024 10:53 AM
282	Fewer parking lots, less sprawl, more dense housing, narrow freeways and add tolls, more bike paths	7/15/2024 10:35 AM
283	More bike infrastructure beyond the urban core of Portland.	7/15/2024 9:56 AM
284	Greater density. And safe transit. We can't use what we have because it is filthy and not safe. Bike paths need to be kept safe with regular more than daily patrols…bike cops or golf carts.	7/15/2024 7:25 AM
285	More protected bike lanes	7/15/2024 6:59 AM
286	Focus on basic municipal services: fix potholes, pave streets, erase graffiti, pick up the trash!	7/15/2024 6:34 AM
287	Safer highways (eg hwy 47) that include traffic circles.	7/15/2024 6:07 AM
288	Increased density and less sprawl.	7/15/2024 12:26 AM
289	I would like to see less traffic, and more public transportation options.	7/14/2024 9:17 PM
290	I would like to see more public transportation and multicultural businesses. I would like new neighborhoods to be open to everyone, both economically and culturally. We need more low and middle income housing in areas with good schools.	7/14/2024 9:11 PM
291	Continue to develop within existing boundaries.	7/14/2024 6:14 PM
292	Follow your plans and stay strong	7/14/2024 5:37 PM
293	Land conservation	7/14/2024 5:29 PM
294	Better traffic management	7/14/2024 5:15 PM
295	Better arterial transportation routes leading through the suburbs - landscaped parkways with grade separation like in NY/CT, but add transit and ped/bike. One from I-5 to the Newberg-Dundee Bypass (an actual I-5-99W Connector!) to help regional transportation. Another in the form of Sunrise Phase 2, extending to Sandy. And then a new tunnel and bridge from 26/Cornelius Pass to Rivergate in Portland.	7/14/2024 3:55 PM
296	Care for the current crumbling infrastructure before expanding.	7/14/2024 3:35 PM
297	More trees planted	7/14/2024 3:25 PM
298	Same as above plus very limited growth and only built to be part of the protected envrionment.	7/14/2024 1:53 PM
299	Solar panels over parking lots to produce power and not impede other land.	7/14/2024 12:58 PM
300	Better interconnectivity between trails, parks and green spaces.	7/14/2024 12:44 PM
301	Managing traffic, don't want more traffic lights would like to prevent Sherwood from turning into the Tigard disaster of stoplights	7/14/2024 12:12 PM
302	I would like to see the region commit to developing all of the land existing within the boundary that remains undeveloped, and also develop land that is poorly used, such as the numerous seas of parking lots that remain mostly empty. I see infill as a much better use of the regions money, as urban sprawl is not what we need and will only make our city align with other sprawling cities across the country instead of setting ourselves apart as a sustainable city.	7/14/2024 11:25 AM
303	Want to see it slow down. Making infrastructure first before adding to the population. Leaving rural areas rural. Leaving room for farms. leaving the trees.	7/14/2024 11:24 AM

304	Better roads to accommodate the traffic	7/14/2024 11:19 AM
305	Less housing a few more shops/restaurants. Traffic is so bad in Sherwood. There are already too many people that it's almost impossible to go to dinner and the lines at the stores are very long.	7/14/2024 11:16 AM
306	Fixed roads	7/14/2024 10:48 AM
307	less sprawl, and more revival of already developed space	7/14/2024 10:28 AM
308	Increased safety/security	7/14/2024 10:25 AM
309	No more row housing, no more densely packed living spaces	7/14/2024 10:13 AM
310	Updates to existing and already developed land, rather than urban sprawl into precious G land.	7/14/2024 10:03 AM
311	Better infrastructure within the city (Portland proper) farmlands don’t need 500 row homes placed on them. Concrete jungle is what we are going towards and I’m not here for that.	7/14/2024 9:43 AM
312	More density and infill and less suburban sprawl. And more mixed used development. I don’t want to have to use my car to fo everything.	7/14/2024 9:25 AM
313	More affordable housing, especially for first time homebuyers and low income renters. Densify housing without losing access to safe walking and biking and community outdoor spaces.	7/14/2024 8:17 AM
314	Stop expanding the boundaries. It isn’t appropriate to overtake agricultural land.	7/14/2024 8:06 AM
315	Increase density, particularly in downtown Portland	7/14/2024 12:07 AM
316	Increased residential density in existing neighborhoods, more extensive and more frequent rapid public transit, prioritizing pedestrian and bike safety and modes of transit over automobiles. More affordability of housing and choice of housing types that meet the needs of families and older adults.	7/13/2024 10:53 AM
317	Increase in construction density and mixed use zones.	7/12/2024 11:40 PM
318	I'd like to see Portland increase it's public transportation infrastructure with rail and bus rapid transit projects. There's no reason why Portland needs to expand more outward when we can simply just densify areas. I'd like to see Portland focus on climate change initiatives and be one of the leaders in the US, and expanding the UGB and increasing the reliance on car-centered infrastructure directly opposes those initiatives.	7/12/2024 8:13 PM
319	Denser housing and neighborhoods.	7/12/2024 7:47 PM
320	Less car oriented development. It’s 2024. Climate change. We know better.	7/12/2024 6:10 PM
321	more bike and transit friendly	7/12/2024 5:31 PM
322	Better wider and marked streets.	7/12/2024 1:10 PM
323	A focus on improving the areas that are already part of the UBG	7/12/2024 12:14 PM
324	Less implementation of luxury apartment buildings that few can afford to live in, more focus on affordable housing.	7/12/2024 7:47 AM
325	Development patterns and alternative transportation, these two are intrinsically linked and, to move into more sustainable forms of transportation means moving away from single family housing as the standard. We must move towards more varied housing options to include row-houses/townhomes, apartments, condos, cottage courts, duplexes, triplexes and anything else that can provide sustainable mid-density housing. Part of providing this too includes taking a closer look at zoning requirements and doing away with unnecessarily restrictive codes including minimum setbacks, parking requirements, and anything else that holds the area back from the most sustainable development possible which includes mixed use zoning, completely separate people from every day conveniences is absurd and past development patterns have led to strip malls and big box retailers taking over, driving out small businesses in many places and further unsustainable car oriented development. Alternative transportation too must be encouraged to include transit and cycling access for all. With sustainable mid-higher density this can be achieved much easier, however metro must commit wholly, protected/separated need to be the standard in everything but the most calm residential streets, and also not reserved only for the highest speed most dangerous roads, and transit too must be as convenient as possible for all. Trimet has been making improvements, well needed ones	7/12/2024 7:15 AM

	however there is so much more that could be done, the idea of a downtown MAX tunnel has been floating for some time but if trimet ever wants to make MAX a truly viable option for further distance travel this idea must be considered further and implemented.	
326	Density and mix use land around transit corridors. Potentially look into a MUPTE like (Eugene) to spur affordable housing.	7/12/2024 12:22 AM
327	Greater emphasis on keeping Portland green as can be. It's why we love this city so much.	7/11/2024 11:52 PM
328	Building up and not out. Don't allow Portland to become like Denver, Los Angeles or other inequitable cities that can only rely on automobile transportation. Building dense cities increase access to nature for all residents.	7/11/2024 10:31 PM
329	Better mass transit. It's the only way to grow outside of Portland and not become another hell hole like LA	7/11/2024 6:57 PM
330	Minimize the role of the automobile. Stop sprawling onto new greenfield land. Revitalize existing neighborhoods. Eliminate surface parking lots of more than 1-3 spaces (in favor of on-street, underground, structured, or no parking). Build out complete, connected, safe, high-quality regional and statewide, bicycle, pedestrian, and transit networks. Complete the Coast to Gorge Trail and begin work on other elements of the Infinity Loop concept. Make cooperative housing a permanent and meaningful housing option within the region.	7/11/2024 6:12 PM
331	More high-quality transit options like regional rail and bus-rapid transit.	7/11/2024 4:27 PM
332	Better infrastructure for getting into the city core from the outskirts. Currently the only option for many is to drive but by doing so, we add to the environmental impacts and many of the routes are not very friendly. If we are going to put more family-priced housing on the edges, then we need to provide safe, economical and quicker ways to get to work and family in the city core.	7/11/2024 10:33 AM
333	Denser walkable neighborhoods, better transit, regional connection to jobs	7/10/2024 10:14 PM
334	More density in urban areas	7/10/2024 9:51 PM
335	allow cities/counties to bring in several hundred acres at their edges into development for new single-family homes with yards - like houses with one thousand square feet in foot print and 1 to 2 thousand square feet for yard. Use these edge areas to design more technological oriented cities allowing bicycle and walking to be the main way getting to a common vehicle depot for accessing other parts of the Metro area. Allow robotic, drone delivery.	7/10/2024 8:30 PM
336	Only high density housing added to any area expanding, with abundant low income housing.	7/10/2024 5:14 PM
337	Increased density, especially along transit corridors (transit oriented development), and a greater quantity of mixed-use middle density housing.	7/10/2024 12:08 PM
338	Stop expanding ugly townhouses into our beautiful countryside.	7/9/2024 9:48 PM
339	Want to see keeping original neighborhoods, use of more technology to deal with water and sewer, and more affordable housing of all types. There are cheaper more effective solutions other than a big sewerplant.	7/9/2024 3:43 PM
340	better transportation and less traffic / less need to make long trips and fewer trips / all housing will cost 30% or less of individual or family income / more natural areas and recreation	7/9/2024 3:15 PM

Q6 How do you identify your gender? (Select all that apply).

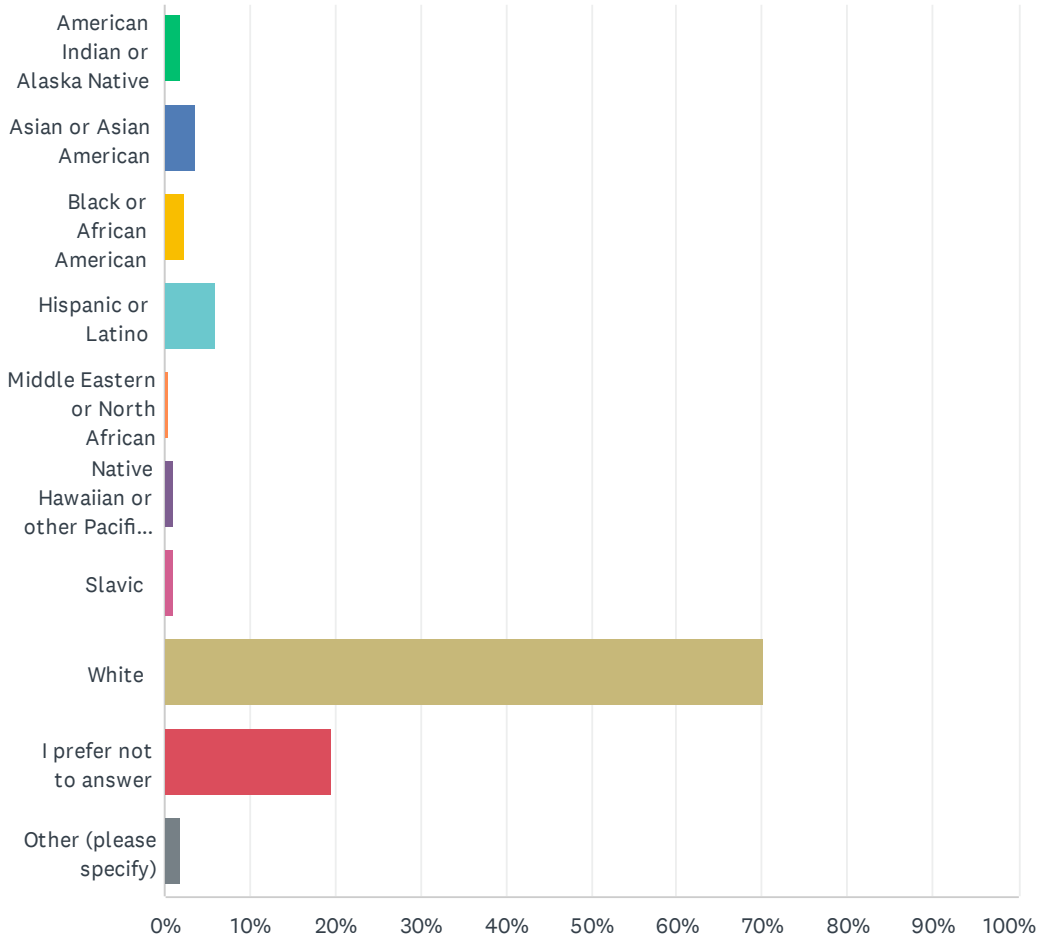
Answered: 307 Skipped: 58



ANSWER CHOICES	RESPONSES	
Female	41.04%	126
Male	43.97%	135
Non-binary	4.56%	14
I prefer not to answer	9.45%	29
Other (please specify)	1.30%	4
Total Respondents: 307		

Q7 Which of the below best describe your race/ethnicity? (Select all that apply).

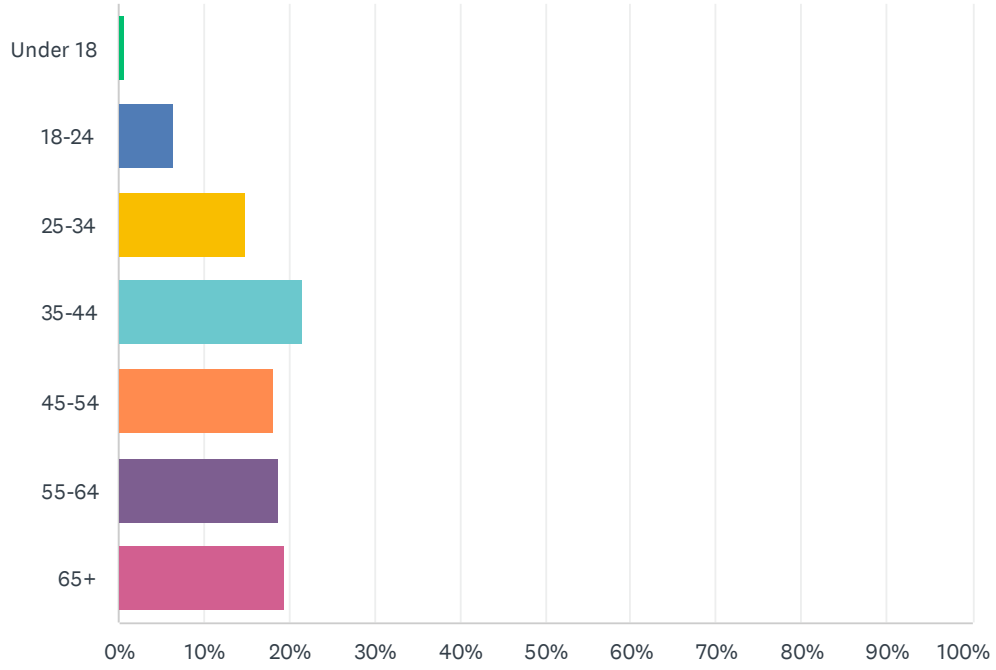
Answered: 305 Skipped: 60



ANSWER CHOICES	RESPONSES	
American Indian or Alaska Native	1.97%	6
Asian or Asian American	3.61%	11
Black or African American	2.30%	7
Hispanic or Latino	5.90%	18
Middle Eastern or North African	0.33%	1
Native Hawaiian or other Pacific Islander	0.98%	3
Slavic	0.98%	3
White	70.16%	214
I prefer not to answer	19.67%	60
Other (please specify)	1.97%	6
Total Respondents: 305		

Q8 What is your age?

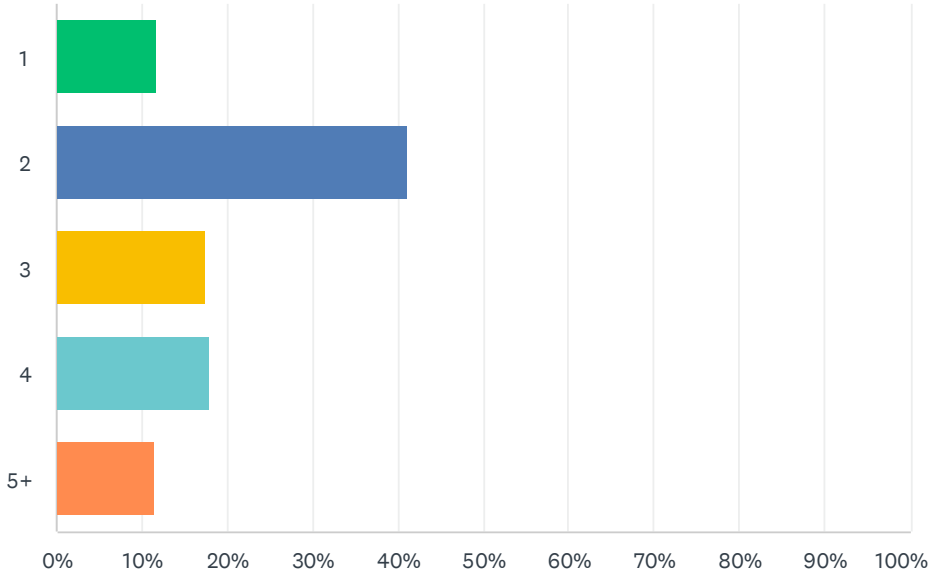
Answered: 293 Skipped: 72



ANSWER CHOICES	RESPONSES	
Under 18	0.68%	2
18-24	6.48%	19
25-34	15.02%	44
35-44	21.50%	63
45-54	18.09%	53
55-64	18.77%	55
65+	19.45%	57
TOTAL		293

Q9 How many people live in your home (including yourself)?

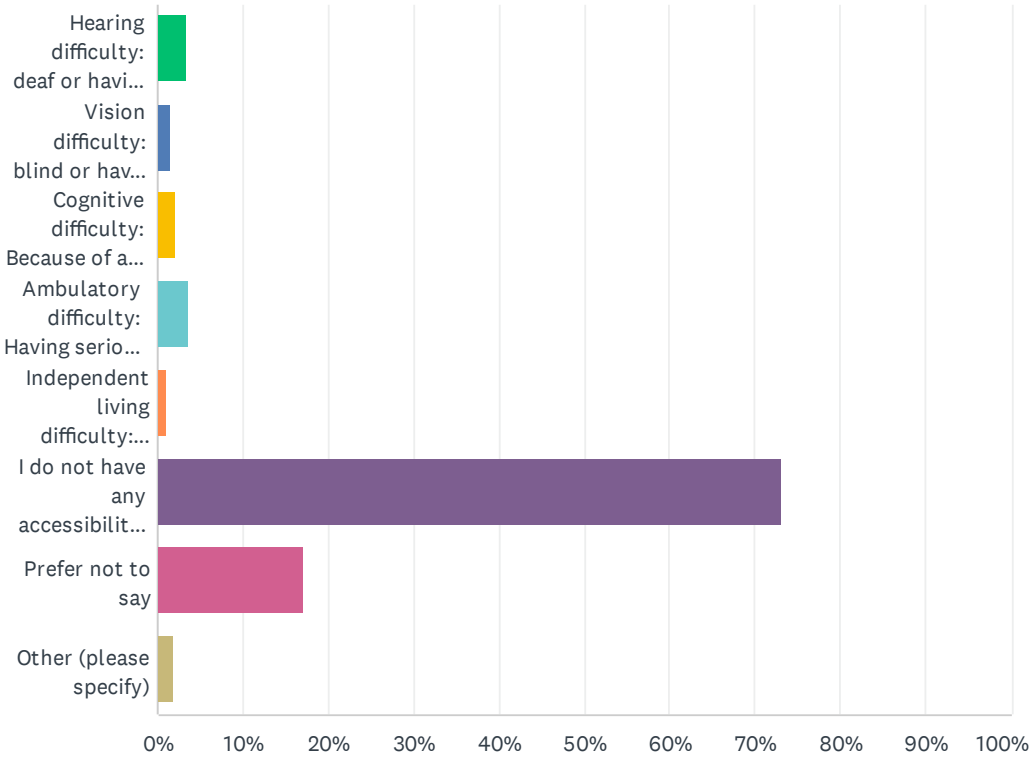
Answered: 296 Skipped: 69



ANSWER CHOICES	RESPONSES	
1	11.82%	35
2	41.22%	122
3	17.57%	52
4	17.91%	53
5+	11.49%	34
TOTAL		296

Q10 Do you have any accessibility difficulties that you would like us to be aware of? (Select all that apply).

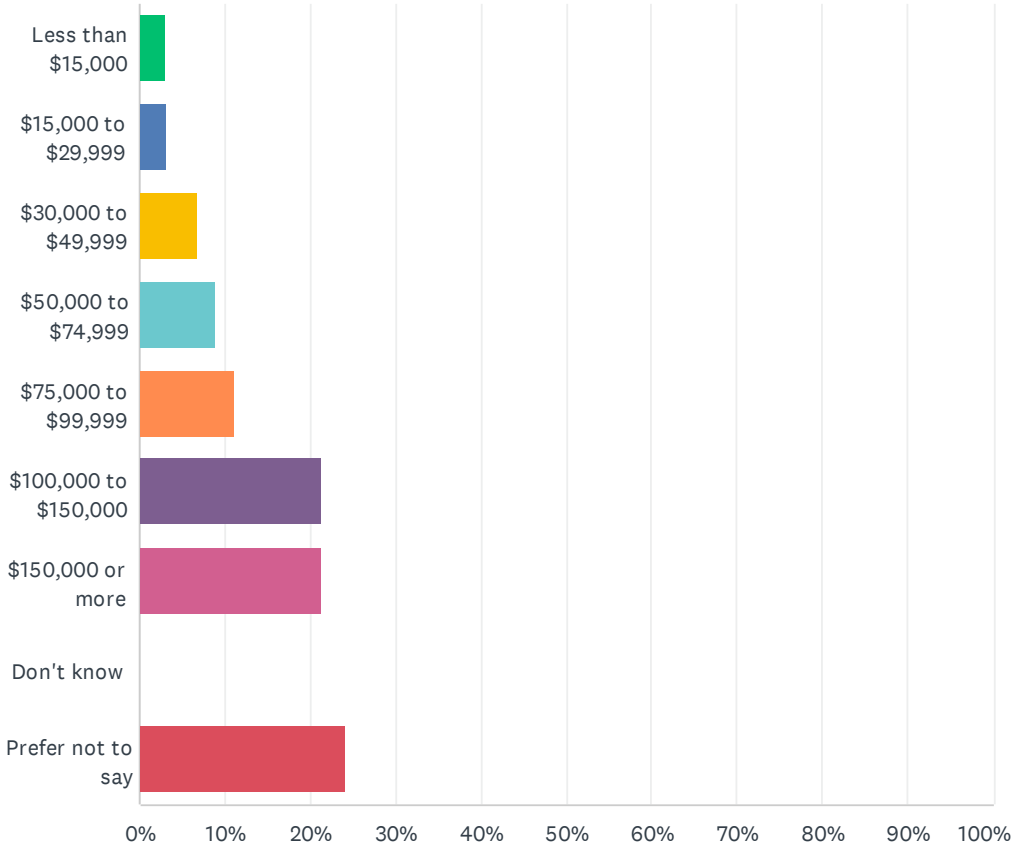
Answered: 271 Skipped: 94



ANSWER CHOICES	RESPONSES	
Hearing difficulty: deaf or having serious difficulty hearing	3.32%	9
Vision difficulty: blind or having serious difficulty seeing, even when wearing glasses	1.48%	4
Cognitive difficulty: Because of a physical, mental, or emotional problem, having difficulty remembering, concentrating, or making decisions	2.21%	6
Ambulatory difficulty: Having serious difficulty walking or climbing stairs	3.69%	10
Independent living difficulty: Because of a physical, mental, or emotional problem, having difficulty doing errands alone such as visiting a doctor's office or shopping	1.11%	3
I do not have any accessibility requirements	73.06%	198
Prefer not to say	16.97%	46
Other (please specify)	1.85%	5
Total Respondents: 271		

Q11 How would you describe your income?

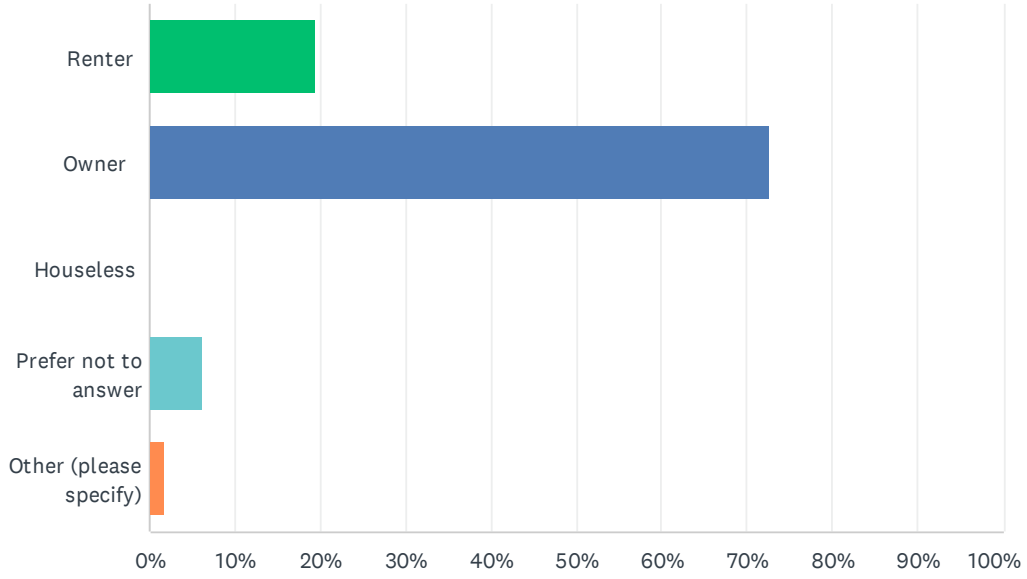
Answered: 304 Skipped: 61



ANSWER CHOICES	RESPONSES	
Less than $15,000	2.96%	9
$15,000 to $29,999	3.29%	10
$30,000 to $49,999	6.91%	21
$50,000 to $74,999	8.88%	27
$75,000 to $99,999	11.18%	34
$100,000 to $150,000	21.38%	65
$150,000 or more	21.38%	65
Don't know	0.00%	0
Prefer not to say	24.01%	73
TOTAL		304

Q12 How would you describe your housing tenure?

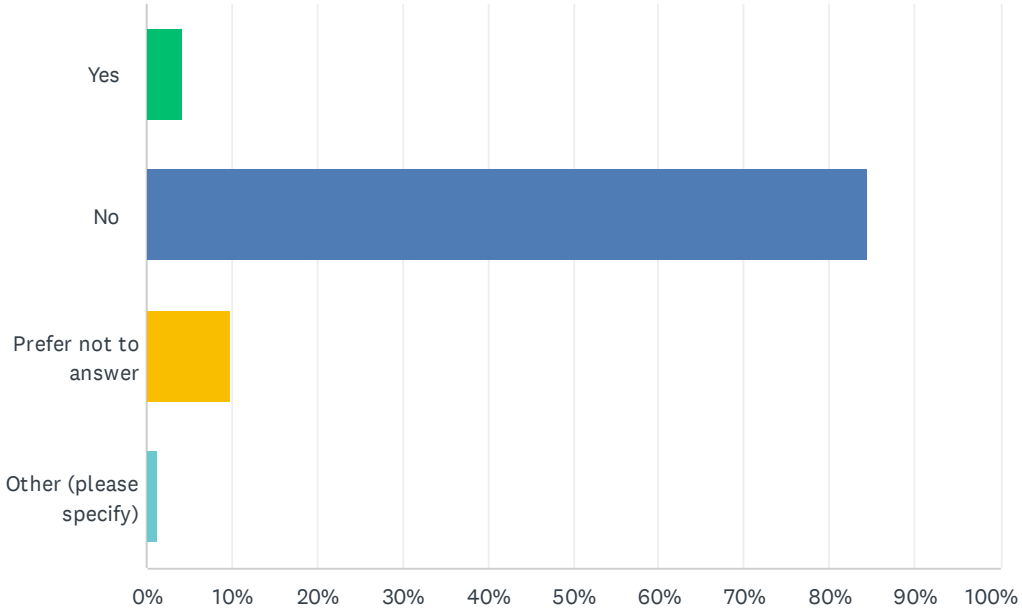
Answered: 303 Skipped: 62



ANSWER CHOICES	RESPONSES	
Renter	19.47%	59
Owner	72.61%	220
Houseless	0.00%	0
Prefer not to answer	6.27%	19
Other (please specify)	1.65%	5
TOTAL		303

Q13 Are you an immigrant or refugee?

Answered: 304 Skipped: 61



ANSWER CHOICES	RESPONSES	
Yes	4.28%	13
No	84.54%	257
Prefer not to answer	9.87%	30
Other (please specify)	1.32%	4
TOTAL		304

Q14 What is your zip code?

Answered: 284 Skipped: 81

#	RESPONSES	DATE
1	97140	8/23/2024 10:11 AM
2	97123	8/22/2024 9:55 PM
3	97140	8/22/2024 9:47 PM
4	97140	8/22/2024 7:27 PM
5	97140	8/22/2024 7:11 PM
6	97140	8/22/2024 6:56 PM
7	97201	8/22/2024 6:48 PM
8	97140	8/22/2024 6:35 PM
9	97140	8/22/2024 6:31 PM
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APPENDIX B

Public comment emails and letters

Miriam Hanes

From: Rachel Adams <[redacted]>
Sent: Tuesday, August 20, 2024 11:32 AM
To: Metro 2040
Subject: [External sender]Sherwood West Concept Plan Opposition

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

To whom it may concern,

I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Rachel Adams

//
Play Nice PR
Rachel Adams (she/her)
[redacted]

BPS Comments on July Draft of Metro Urban Growth Report (UGR)

Metro is narrowly framing this decision as to whether or not the Sherwood West expansion area should be brought into the UGB. The UGR has broader implications for the region in terms of how we expect to grow in a way that is equitable and meets other regional goals, such as reducing carbon emissions.

The Urban Growth Report (UGR) is an opportunity to frame future regional planning discussions such as the regional housing production strategy, a refresh of the 2040 Growth Concept, and a regional economic development strategy.

Our concern is that the UGR is underestimating population and housing growth, underestimating residential capacity; underestimating industrial job growth, overestimating industrial land supply and underestimating commercial land supply. BPS staff raise the following issues with methodology and assumptions to better align with regional policy objectives, which are described in detail below.

Housing

The 2044 population forecast is for much slower growth, primarily due to declining birth rates. We are concerned that the Metro forecast is too low, which will affect planning for housing that will result in insufficient housing capacity in the future. The Metro forecast is based on national growth rates – which misses the important context that, historically, Oregon has grown faster than the nation and the Portland region has grown faster than the state (captured a greater share the state's growth). The UGR lacks important comparisons to state forecasts as context for selecting a growth scenario.

Metro should select the Strong Urban Market housing mix with high population/household forecast. This scenario best fits the expected older, smaller households. It also addresses affordability concerns and the need for more affordable multi-dwelling and middle housing units. The UGR notes that 81% of future households will be financially challenged or unable to purchase homes with current median sales price at roughly $550,000 in today's dollars.

Metro's scenario results indicates that this scenario results in a deficit of 24,000 multi-dwelling units. This deficit is overstated because Metro's housing capacity methodology vastly undercounts the redevelopment potential in Portland and the region. The UGR assumes that only 20% of the most feasible properties will redevelop. Buried in a footnote, the UGR states that if redevelopment rate is increased to 40% of the most feasible properties, this deficit would be eliminated. For example, under the 20% redevelopment rate, Metro assumes that Portland only has capacity for 60,000 units. Whereas in our recently adopted 2023 Housing Needs Analysis, we found that Portland has a financially feasible development capacity of 237,000 units.

Finally, the regional forecast is not just about the UGB decision. It is used in other policy decisions (not just for managing the UGB). The housing forecast will be provided to the State (OHCS/DAS) to establish the jurisdiction level housing targets. Also, the forecast will be the basis for Metro's regional housing production strategy – which will be an important regional discussion on how to address housing needs for older, smaller households with affordability challenges.

Employment

Metro's employment forecast is tied to the population forecast. Metro's fundamental assumption that lower population growth will mean slower economic growth because access to labor will be the constraining factor could be a self-fulling prophecy. Workforce is mobile. Capital is mobile. Development

capacity is not. If the region has the land capacity for businesses to expand then workers will migrate to the region. If the region does not have the land capacity, then economic growth will be constrained.

- Jobs in the Portland MSA grew 56%-63% faster than the national economy in each of the last three business cycles (Portland EOA Trends Report). Above-average regional job growth has been supported by our competitive strengths, including growing industry clusters and planned livability that attracts talent, as recognized in our economic development strategies (CEDS, Oregon Business Plan, Advance Portland). The UGR's methodology does not account for these past trends and regional advantages. The average annual growth rate (AAGR) of Oregon Employment Department's (OED's) current 2022-2032 projection is 1.1% for Total Nonfarm Employment, compared to 0.46% in the draft UGR. Why does the UGR predict that long-term regional job growth will now slow down to the national average?
- Workforce-in-migration should be a forecast variable – Economic forecasts typically analyze sector trends, capital inputs (such as land supply), and market opportunities. Economic growth will attract workers, rather than the UGR's population-trumps-economy approach.
- Noisy in-migration data – The in-migration graph cited in the UGR indicates wide variations, rather than a hard stop for job growth. In-migration also varies widely with economic trends that don't appear to be considered in the UGR's population forecast, such as business cycles, sector growth trends, and median income trends, each of which shape in-migration through economic opportunity.
- Local sectors/traded sectors – We agree that regional population growth is an important driver of market size and job growth in 'local sectors' that serve regional markets. However, market opportunities in 'traded sectors' that serve markets outside the region are unrelated to local population size. At minimum, the UGR's connection between population growth and job projections should be removed from the goods production and distribution sectors that make up most industrial land demand and primarily serve traded-sector markets.

As with the population forecast, the UGR is lacking context or comparison to State of Oregon forecasts. The UGR also could benefit from an equity analysis that discusses the type of jobs and wages that will be available, especially for workers without 4-year college degrees.

The region needs a land supply strategy that includes a deeper analysis of sector and business growth opportunities and how they match with the region's employment land supply in order to create equitable economic opportunity.

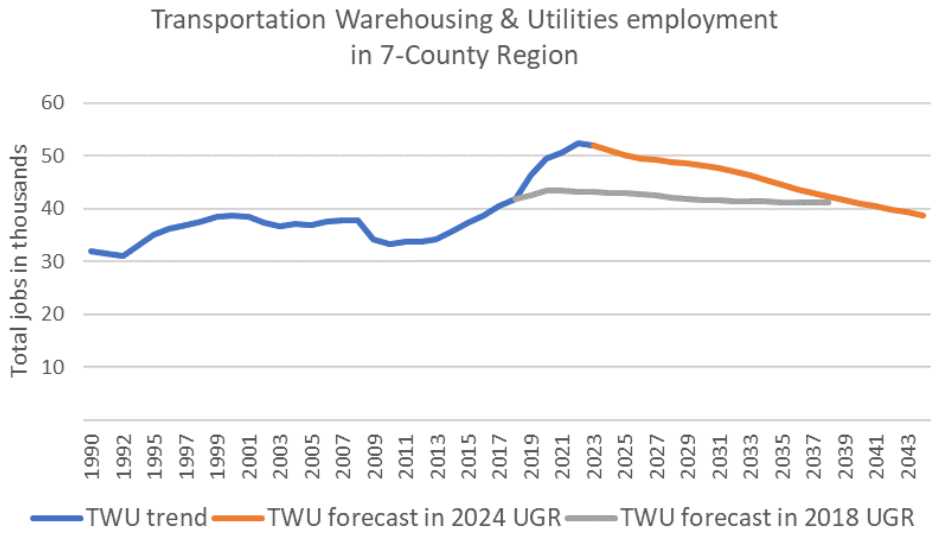
Industrial

Inadequate Industrial Land Supply – The UGR widely understates industrial land demand, relative to growth trends and State of Oregon employment projections. It overstates the suitable land supply to meet the region's distinct segments of demand. Coming to the opposite conclusion of the UGR, the private market has found inadequate industrial land supply since around 2015, evident in the region's low industrial vacancy rates and rising rents of the last decade. What is Metro's rationale for such a different and low industrial demand forecast?

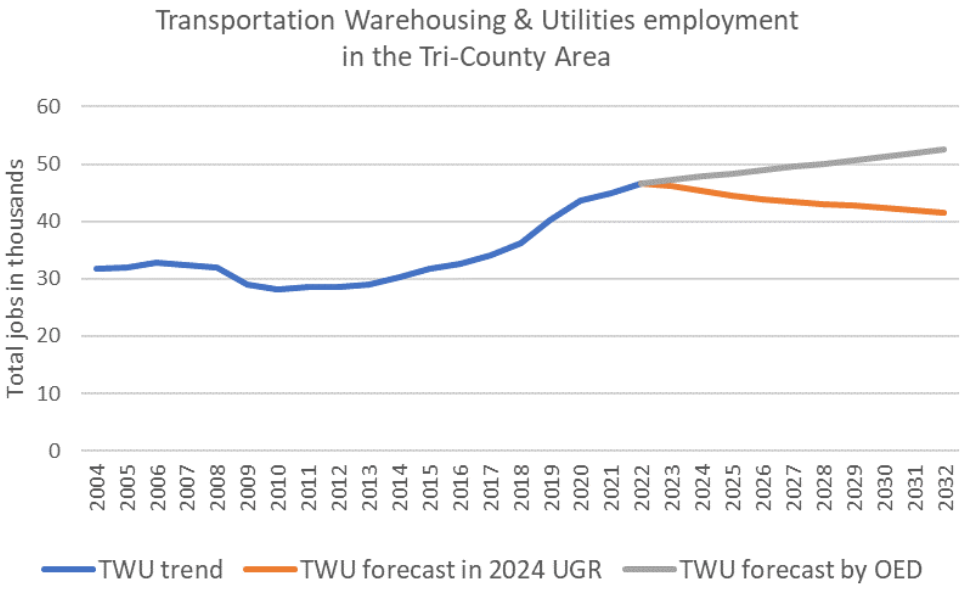
Transportation & Warehousing (Logistics) forecast – Metro's no-growth forecast for the logistics sector in the 2018 UGR and the declining forecast in 2024 UGR eliminates most of industrial land demand. Metro's industrial employment sector forecast is too low and not consistent with Oregon Employment Department (OED) forecasts. Specifically, BPS staff has raised concerns about the forecasted decline in

the warehouse and distribution sector when the OED and the federal Bureau of Labor Statistics (BLS) forecast continued growth. Metro made a similar assumption in 2018, when it forecasted zero-growth for logistics jobs, when, since 2015, it has been a high job-growth sector and the region's predominant employment land demand.

- The current UGR forecast for major decline in Logistics jobs is the opposite of its rapid growth trend in the last decade and current national/state/regional employment agency forecasts for continuing above-average growth, as shown in the charts below. Metro's regional projection of -1.4% annual change (AAGR) in Transportation Warehousing & Utilities jobs over the next decade (2022-2032) compares to 0.8% AAGR by Bureau of Labor Statistics nationally and 1.2% AAGR by OED in the Tri-County area. City staff would be interested in better understanding this aspect of the analysis and discussing the potential associated regional policy implications.



Sources: Trend from CES data by BLS. Forecast data by Metro in 2018 and draft 2024 Urban Growth Reports



Sources: Trend data from CES by OED. UGR forecast from July 2024 draft by Metro. Oregon Employment Department projections for 2022-2032.

- Logistics is a critical sector to get right in the UGR forecast, because Logistics businesses are the primary source of Warehouse & Distribution development (along with Wholesale Trade) and thus industrial land demand. Warehouse & Distribution buildings made up 75% of the MSA's total occupied industrial space in 2019 and 93% of the new occupied space in the recent 2008-2019 business cycle (CoStar data).

3,600-acre demand discrepancy for Logistics and Manufacturing – The draft UGR forecast for 1,400 additional industrial acres to 2044 is undercounting regional demand by about 3,600 acres relative to OED's regional projections in the Logistics and Manufacturing sectors alone (see table below). The sector-trends methodology of OED's projections is a better fit for employment land planning because of its consistency with employment and development trends and with State Planning Goal 9 requirements for trends-based forecast.

Estimated Tri-County forecast discrepancy in industrial land demand between Metro's draft 2024 UGR and Oregon Employment Department's 2032 projections						
	Forecast AAGR	Tri-County Jobs in 2024	Jobs in 2044	2024-2044 Job Change	Building SF	Land (ac.) Demand
Transportation Warehousing & Utilities						
Metro Draft UGR 2024	-1.4%	45,200	34,300	-10,900	-16,639,900	-1,273
OED, 2032 projections	1.2%	47,600	60,700	13,100	19,998,500	1,530
Discrepancy				24,000	36,638,400	2,804
Manufacturing						
Metro Draft UGR 2024	0.1%	101,400	102,900	1,500	1,037,600	72
OED, 2032 projections	0.8%	102,900	120,900	18,000	12,451,300	866
Discrepancy				16,500	11,413,700	794
Total Discrepancy				40,500	48,052,100	3,598

Automation impacts - Metro staff has offered automation as a reason for slower job growth in Logistics and Manufacturing. Other sources support different conclusions. After accounting for automation

impacts, current BLS national projections (which inform OED's regional projections) conclude that Logistics will continue to grow jobs substantially faster than the overall economy. BLS projections also indicate substantially higher output growth than employment growth in Logistics and Manufacturing, which in turn indicates increased land demand. Automated warehouses and factories still need land, and productivity gains of automation support higher land demand. Like BLS, McKinsey's projected job impacts of automation in urban areas indicate losses mainly in office support occupations, modest losses in manufacturing production, and gains in transportation occupations: Future of work in America | McKinsey. Considering the example of self-driving trucks, an extensive USDOT study in 2021 found "vast uncertainty" in future labor market impacts, including losses and gains over several decades with net impacts difficult to predict.

Other underestimated sources of industrial demand – In addition to the growth rate discrepancies for logistics and manufacturing, the UGR underestimates demand in a variety of other ways.

- Business-cycle impacts – Long-term sector growth rates span the job losses and gains of business cycles. In contrast to the predominantly industrial-sector job losses in the region's three previous recessions, the combined industrial sectors were the least impacted in recent COVID recession. The UGR misses this major source of long-term industrial growth by starting the forecast period in 2024, which particularly understates the long-term trend in Logistics.
- Target cluster incentives - The expanded growth potential of target industry clusters, supported by economic development policies and business assistance and incentive programs, is another example of undercounted demand. For example, the region's Cleantech and Electronics clusters are expected to broadly benefit from the 2022 federal industrial policy incentive of the Inflation Reduction Act and Chips Act.

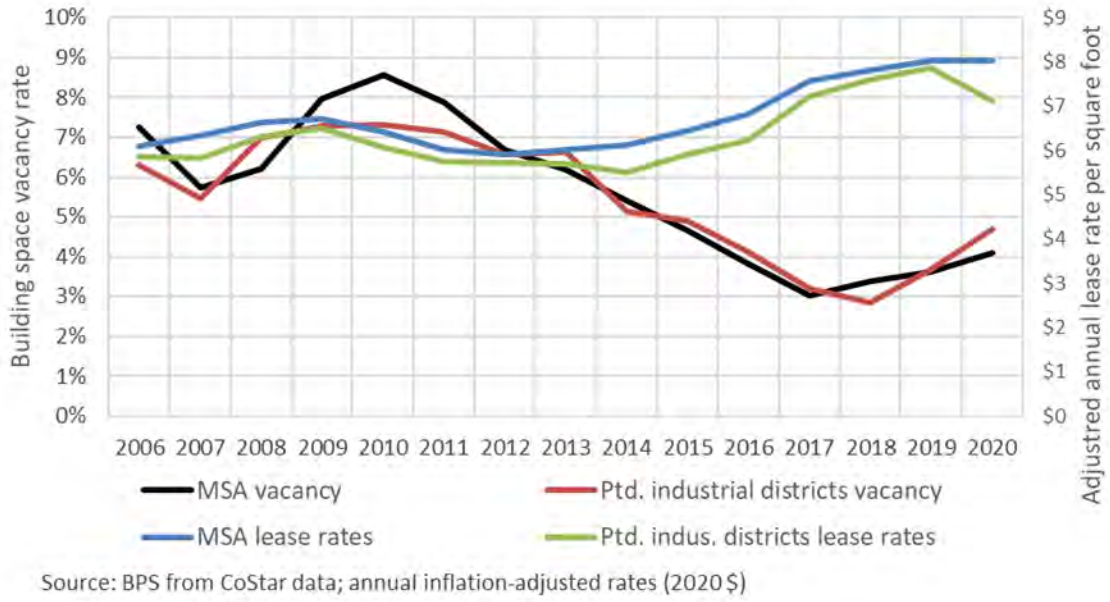
Overstated industrial land supply – While the UGR's industrial land supply for Portland (1,200 acres) is relatively consistent with BPS' preliminary estimate, we are concerned that Metro has overestimated the industrial land supply in the rest of the region in a variety of ways.

- Suitable supply for location-specific demand – The UGR does not track land demand nor supply based on location-suitability criteria or a regional trend analysis by business district type. Instead, the UGR appears to assume that industrial land supply is loosely substitutable across the region. This is not the case when businesses make location decisions. The largest discrepancy is the concentration of the region's Logistics and Wholesale jobs in industrial districts near interstate highways and multimodal freight infrastructure. Some of the region's Warehouse & Distribution land demand is substitutable at dispersed locations, but most of it is not. For example, the City of Portland has 73% of tri-county Logistics jobs, but Portland's freight-hub districts are building out. Portland's 2016 EOA and current industrial land supply studies raise concerns about Portland's tight industrial land supply and ability to meet future demand in these freight-hub districts. The UGR lacks the detail in location needs for different industrial sectors and region's ability to accommodate their growth or the consequences of failing to meet the demand (sprawl to exurban areas).
- 10-acre and larger lot demand – The UGR does not appear to compare land demand and supply by site size. We are concerned that the region has an inadequate supply of 10-acres or larger sites. Larger sites made up 68% of new industrial construction in Portland in the last business cycle. While industrial land demand is present across the site-size distribution, our preliminary

land demand and supply analysis shows the potential for several hundred acres of unmet demand for sites 10 acres and larger in Portland, which are businesses that will seek locations elsewhere in the region (or outside the region).

- Industrial land readiness investment – A third major example of over-stated industrial land supply in the URG is the region's underfunded needs for industrial land readiness. Metro's Industrial Land Readiness toolkit clarifies this issue in detail.
- It is unclear if Metro's methodology adequately accounts for constraints on development for factors such as brownfields, small parcel sizes (less than 0.5 acres); and steep slopes. These factors contribute to overstating the effective supply.

Misreading the tight industrial land supply – BPS is concerned that the UGR sends the wrong message (finding more than adequate industrial land supply) at time of low vacancy rates and increasing rents and land values. The region's traded sector economic base that drives regional prosperity relies primarily on industrial land. The UGR could drive complacency that will undermine long-standing regional economic development goals. Market-effective industrial land supply has been tight in the region since 2015 (see chart below), as building vacancy rates dropping below 5% have pushed up rents to less competitive levels for growth. In turn, the metro area's tight land supply generates sprawl beyond the region. A Colliers' 2023 report on the 'I-5 OR/WA logistics corridor' (see link) identifies 62 industrial projects under construction last year that span the Portland and Seattle metro areas and the I-5 corridor between them.



Source: BPS from CoStar data; annual inflation-adjusted rates (2020 $)

Recommendations – BPS made similar comments about the 2018 UGR that were not taken into account. The UGR employment land methodology needs rethinking.

- Trend-based forecast scenario – The draft UGR employment forecast and capacity analysis is used for other purposes, such as economic development strategies and public and private investments, that go beyond the immediate decision on the UGB. Metro should acknowledge Oregon Employment Department's current sector projections for the Tri-County Area as a UGR forecast scenario that is primarily based on sector trends and not tied to Metro's population

forecast. The average annual growth rate (AAGR) of OED's current 2022-2032 projection is 1.1% for Total Nonfarm Employment, compared to 0.4% in the draft UGR. OED's projection methodology more closely fits the market-trend approach required of cities and counties by Oregon's Goal 9 for employment land planning.

- Rethink UGR employment forecast and capacity analysis - the next (2030) UGR should better align with Oregon's Goal 9 requirements for adequate employment land capacity, estimating demand from market trend opportunities of employment land types, substantially delinked from the population forecast. It should address Goal 9 requirements to analyze land supply and demand by employment land type and to analyze supply and demand by site size for each land type.
- Regional growth capacity strategy – Metro should lead work to prepare a market-responsive regional land-supply strategy to meet industrial demand in suitable locations. This work should be completed to inform the next UGR. It should include analysis and recommendations for industrial land readiness funding and Urban Reserves expansion in market-responsive locations. Current inventory gaps include predominant demand for 10+ acre sites and lack of capacity in near interstate highways or multimodal freight infrastructure. Additionally, cities and counties lack financial resources to overcome development barriers on sites in the existing industrial land supply.

<u>Commercial</u>

Commercial employment forecast appears to be reasonable, but the UGR is missing key details on office/retail/institution sector allocations and resulting demand that are needed to make an informed decision.

Please consider adjusting the commercial land supply analysis and methodology. Metro's backcasting redevelopment probability discount rates drastically reduces commercial development capacity. The proforma financial feasibility methodology is biased towards residential development, which does not adequately account for a residential/commercial split based on recent development trends. Finally, the methodology does not account for intensification of existing businesses/buildings. In the face of increased demand, businesses will add employees/shifts, expand hours and otherwise use existing building space more efficiently and increase productivity without increasing land demand.

The underestimating of commercial land capacity leads to the erroneous conclusion that the region has a deficit of commercial land.

<u>Sherwood West</u>

The UGR needs additional information on how the expected residential, industrial and commercial capacity increases in the Sherwood West area will help meet regional needs.

Generally, the city of Portland is a proponent of infill and redevelopment within the UGB and bases considerations about UGB expansions on their ability to promote urban growth patterns that fulfill the regional policy objectives of equity, housing affordability, economic opportunity and reducing carbon emissions. Those considerations include UGB expansions that:

- Promote and accommodate housing options that include middle housing and higher density multi-dwelling and/or mixed use developments;

- Address the regional need for affordable housing for a wide range of households;
- Create a land use pattern (20+ units per acre) that can be cost effectively served by transit and active transportation; and
- Accommodate large site industrial uses with protections in place to prevent conversion to non-industrial uses.

As proposed, the Sherwood West concept plan does not meet these criteria. The housing element is low-density, expensive housing with minimal opportunities for middle housing with no affordable housing strategy and will not serve the region's future housing needs or address its affordability challenge. The commercial development in the form of wine country hospitality (with no supporting plan to provide affordable housing for workers) is inappropriate to meet the regional commercial land needs. The employment area is promising but various references to "mixed" employment raise concern that the large lot industrial opportunity will not come to fruition. The employment area should be designated on Metro's Title 4 map as a Regionally Significant Industrial Area and not subject to conversion or leakage to commercial uses. Finally, the concept plan lacks an equity analysis and any discussion on how it can address racial income disparities in the region.

Equity analysis

Metro's equity analysis is limited to a look back at UGB expansion areas in Happy Valley and Bethany. These case studies lack comparison to the region as a whole and consideration of household income levels and are not representative of or informative as to how this analysis reflects a regional perspective.

There is no equity analysis of the regional forecast and land capacity analysis – both in terms of housing and employment opportunities. Nor is there any equity analysis of the Sherwood West expansion area and how it can address racial income disparities in the region.

Miriam Hanes

From: Eryn Kehe
Sent: Thursday, August 22, 2024 8:36 AM
To: Miriam Hanes
Subject: Fwd: BPS comments on the draft UGR
Attachments: Metro Urban Growth Report BPS comments 08.21.24.pdf

Miriam,

More UGR comments.

Eryn Deeming Kehe, AICP
She / her
Urban Policy and Development Manager
Metro

From: Armstrong, Tom <[redacted]>
Sent: Wednesday, August 21, 2024 5:21:23 PM
To: Catherine Ciarlo <[redacted]>; Malu Wilkinson <[redacted]>; Eryn Kehe <[redacted]>; Ted Reid [redacted]; Josh Harwood [redacted]
Cc: Kountz, Steve [redacted]; Diefenderfer, Patricia [redacted] Emerald Bogue <[redacted]>; Bouillion, Tom <[redacted]>
Subject: [External sender]BPS comments on the draft UGR

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

Thank you for the opportunity to meet and provide feedback on the draft UGR. As a follow up to our recent meeting, we would like to share these summary comments to help inform your COO recommendation. Also attached is additional detailed feedback on specific topics.

BPS' feedback is focused on the broader policy implications of growth projections beyond the implications for the pending UGB expansion proposal. Our request is that Metro consider those broader policy implications for the region in terms of how we expect to grow in a way that is equitable and meets other regional goals, such as housing affordability, equitable economic opportunity and reducing carbon emissions, when considering its recommendations to the Metro Council.
Overarchingly, by basing the regional forecast on national forecasts, the UGR is missing the important context that, historically, Oregon has grown faster than the nation and the Portland region has grown faster than the state.

While we agree that population will grow slower than in the past, we are concerned that the Metro forecast is too low, which will affect planning for housing that will result in insufficient housing capacity that will continue to exacerbate our housing affordability challenges. Metro should select the Strong Urban Market housing mix with a high population/household forecast to ensure that future growth

patterns reinforce the goals to have compact development and provide a wide range of housing types to accommodate changing socio-economic demographic factors. This scenario best fits the expected trends for older, smaller households. It also addresses affordability concerns – the future need will be for multi-dwelling and middle housing units. Eighty-one (81%) of future households will be financially challenged or unable to purchase homes with current median sales price at roughly $550,000. Metro can select this scenario without creating the need for a massive UGB expansion by adjusting the redevelopment rate in the development capacity model (see attached detailed comments).

The consequence of not planning for population growth is that it will likely constrain the state and region's economic growth. The assumption that that lower population growth will mean slower economic growth because access to labor will be the constraining factor will serve as a constraint to future economic growth and expansion. Given post-Covid trends, we know that the workforce and capital are mobile. If the region has the land capacity for businesses to expand then workers will migrate to the region. If the region does not have the land capacity, then economic growth will be constrained. The Oregon Office of Economic Analysis proscribes a similar practice (page 32) - Oregon's economic condition heavily influences the state's population growth. It is economy that determines the ability to retain existing work force as well as attract job seekers.
Similarly, our concern is low industrial job projections could also serve to constrain economic development potential in the state and the region over the longer term. Projecting low industrial employment and identifying an "oversupply" of industrial land could undermine longstanding city and regional efforts to make investments (brownfield clean up and infrastructure investment) that will make industrial land ready for development. The message that the region has an abundant supply of industrial land could dissuade decisionmakers and leaders from difficult decisions and prioritizing the investments needed to realize that economic opportunity. The net result will be a lack of middle wage job opportunities that will advance city and regional equity and climate goals. The UGR assumptions for industrial job growth vary widely relative to regional growth trends and State of Oregon employment projections. The UGR comes to the opposite conclusion of the private market, which has found inadequate industrial land supply since around 2015, as evident in the region's low industrial vacancy rates and rising rents and land values of the last decade. As it relates to the commercial land supply, Metro's redevelopment probability discount rates and a bias towards residential development drastically reduces the commercial development capacity. For example, Metro finds that Portland has 34 acres of commercial capacity, whereas BPS' analysis finds that figure to be 500 acres.

Generally, the city of Portland is a proponent of infill and redevelopment within the UGB and bases considerations about UGB expansions on their ability to promote urban growth patterns that fulfill the regional policy objectives of equity, housing affordability and reducing carbon emissions. Those considerations include UGB expansions that:

- Promote and accommodate housing options that include middle housing and higher density multi-dwelling and/or mixed-use development;
- Address the regional need for affordable housing for a wide range of households;
- Create a land use pattern (20+ units per acre) that can be cost effectively served by transit and active transportation; and
- Accommodate large site industrial uses with protections in place to prevent conversion to non-industrial uses.

As proposed, the Sherwood West concept plan does not meet these criteria. The housing element is low-density, expensive housing with minimal opportunities for middle housing and no affordable housing strategy and will not serve the region's future housing needs or address our affordability challenge. The commercial development in the form of wine country hospitality (with no supporting plan to provide affordable housing for workers) is inappropriate to meet the regional commercial land needs. The employment area is promising but various references to "mixed" employment raise concern that the large lot industrial opportunity will not come to fruition. The employment area should be designated on Metro's Title 4 map as a Regionally Significant Industrial Area and not subject to conversion or leakage to commercial uses. Finally, the concept plan lacks an equity analysis and any discussion on how it can address racial income disparities in the region.

The Urban Growth Report (UGR) is an opportunity to frame future regional planning discussions such as the regional housing production strategy, a refresh of the 2040 Growth Concept, and a needed regional discussion on economic development land needs that go beyond the technology sector.

We look forward to continuing this discussion.

Tom Armstrong, Supervising Planner
he/him
City of Portland Bureau of Planning and Sustainability
[redacted]

The City of Portland is committed to providing meaningful access. For accommodations, modifications, translation, interpretation or other services, please contact at [redacted] or use City TTY [redacted].

-----Original Appointment-----
From: Metro Planning, Development and Research Calendar <[redacted]>
Sent: Wednesday, July 24, 2024 1:50 PM
To: Metro Planning, Development and Research Calendar; Emerald Bogue; Kountz, Steve; Armstrong, Tom; Bouillion, Tom; Catherine Ciarlo; Wilkinson, Malu; Eryn Kehe; Ted Reid; josh.harwood; Dennis Yee; David Tetrick; Diefenderfer, Patricia
Subject: UGB follow up (Port/Metro/City of Portland)
When: Tuesday, August 6, 2024 2:30 PM-3:30 PM (UTC-08:00) Pacific Time (US & Canada).
Where: Teams/virtual

Thank you for making time for this meeting to follow up on draft Urban Growth Report technical questions. (Adding Patricia Diefenderfer to this meeting per Catherine's request.)
Below is a draft agenda:

- Welcome and introductions
- Project schedules
  - Growth management schedule
  - 2040 Future Vision schedule
  - Distributed forecast schedule

- City of Portland and Port concerns
- Next steps

Kind regards,
Lisa Hunrichs (she, her)
Executive Assistant to the Director and Deputy Director
Metro Planning, Development, and Research
Cell: [redacted]

Miriam Hanes

From: Ted Reid
Sent: Friday, April 5, 2024 3:26 PM
To: [redacted]
Cc: 2040
Subject: RE: Sherwood West

Hi Dave,
You are correct that the City of Sherwood has submitted a proposal for adding the Sherwood West urban reserve to the urban growth boundary. I can't speculate on what the Metro Council's decision will be. Under state law, they can only add land to the UGB if there is a demonstrable regional need for it. We have not yet completed that analysis, which will be released in draft form in late June. Sorry I can't be of more assistance at this time.

Thanks,
Ted

Ted Reid
Principal Regional Planner
Planning, Development and Research Department

Metro | oregonmetro.gov
600 NE Grand AVE
Portland, OR 97232-2736

[redacted]

From: Dave Balfour <[redacted]>
Sent: Thursday, April 4, 2024 4:13 PM
To: 2040 <[redacted]>
Subject: [External sender]Sherwood West

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

Good afternoon,

I am working with the City of Sherwood and Clean Water Services on some land valuations in the Sherwood West expansion area.

It is my understanding that Sherwood is submitting to Metro the Sherwood West concept plan (attached) to Metro in a request for UGB expansion this year (2024).

I am hoping to report in my appraisal the likelihood or probability of Metro expanding UGB. I understand nothing is definitive, but I also want to know if there is a strong chance that the UGB expansion could be denied.

Thanks for your time. Feel free to call.

Dave

David E. Balfour, MAI
President, Portland Valuation Group, Inc.
Certified General Appraiser
Phone: [redacted]
[redacted], Sherwood, OR 97140

DOING BUSINESS AS:



THE VALUATION GROUP
[redacted]
Sherwood, Oregon 97140
Voice: [redacted] [redacted]

Metro Council
600 NE Grand Ave
Portland, OR 97232

August 20, 2024

Re: Sherwood West Concept Plan Proposal

To Whom It May Concern:

My name is David Balfour, and I am a Commercial Real Estate Appraiser and am also a resident of Sherwood. As such, I would like to document my **support** to approve the Sherwood West Concept Plan as proposed by the Sherwood Planning Department as both a commercial real estate expert and a community member.

As an appraiser and investor, the Sherwood market has historically exhibited extremely limited employment land supply. While performing appraisal work and comparing real property sales in Sherwood, Tualatin, Wilsonville, Hillsboro, Beaverton, and other communities, it is consistently evident that Sherwood is the most constrained in terms of land supply as well as building supply. This creates barriers to market entry for tenant business owners. As an appraiser and investor, I believe my experience in these markets qualify me to understand the supply and demand constraints as well as the economic opportunity for the community of Sherwood (and the Portland Metropolitan Area as a whole). It should be noted that I have been monitoring the following potential expansion areas outside of Sherwood West:

- While there are lands in Hillsboro that were approved for industrial expansion, I personally have worked on +/-30 projects in that area over the past 18 months and know that every parcel is spoken for by a developer or users (all the way out to Jackson School Road where the UGB boundary lies). Thus, Hillsboro does not provide a substantive supply relief option.
- North Plains voters rejected expansion plans in May 2024, again providing no relief to the Portland Metropolitan area's industrial land shortage.
- On the east side, there are many transportation projects and funding constraints preventing parcels along Highway 212 from development based upon information I have gathered from multiple appraisal assignments. Again, the east side of Interstate 5 does not provide substantive supply relief options.
- Furthermore, it is frustrating to watch the growth that Vancouver and Clark County are experiencing (and benefiting) from our businesses and companies relocating across the Willamette River for a variety of reasons including supply constraints. While that Southwest Washington submarket is soaring, the Portland Metropolitan area is losing business, jobs, and tax revenue which I believe can be partially offset by suburban land supply creation in Sherwood West.

THE VALUATION GROUP
[redacted]
Sherwood, Oregon 97140
Voice: [redacted] [redacted]

- I want to point out that supply is constrained with hardly any fully served industrial sites. I was shocked to recently observe offers on a property that would take +/-5 years to simply perform site work (grading and utilities) to bring online for building construction.

Similarly, Sherwood has a shortage of residential housing supply which results in the available supply being significantly priced (upward pressure) and therefore unaffordable to many. I am a paid SSD employee (Football Coach) and volunteer on the Sherwood Youth Football Association Board where I hear from many parents that home pricing in Sherwood is extreme and prevents friends and family from moving to the area. Considering the planning and positioning of the Sherwood School District (which is one of the best in the state) to provide facilities that can accommodate substantive student growth, as well as surrounding lands that can support residential development, it is critical to increase residential land supply to maximize the Sherwood School District facilities and alleviate residential housing price affordability.

Lastly, and most critically, the recent roadway infrastructure improvements at two of Sherwood primary intersections (Sunset Blvd/Elwert Rd/Highway 99W and Roy Rogers Rd/Tualatin-Sherwood Rd/Highway 99WW) as well as the commuting routes of Roy Rogers Road and Tualatin-Sherwood Road, position both employment and residential users to benefit from urban expansion areas.

In closing, I believe that the community is well positioned from an infrastructure standpoint to support these expansion plans. Furthermore, expansion as proposed will strengthen the existing community and provide a highly desirable opportunity to work/live for the Portland Metropolitan area.

Therefore, I urge the Metro Council to approve the Sherwood West Concept Plan as proposed. Thank you for reading my testimony, your consideration of this matter is very much appreciated.

Sincerely,

David E. Balfour, MAI
[redacted]
Sherwood, OR 97140
Email: [redacted]
[redacted]

Miriam Hanes

From: Dave Balfour <[redacted]>
Sent: Tuesday, August 20, 2024 1:23 PM
To: Metro 2040
Subject: [External sender]Sherwood West Concept Plan Proposal - Written Testimony
Attachments: Dave Balfour Written Testimony.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hello,

Please see my written testimony regarding the Sherwood West Concept Plan Proposal. Let me know if you have any questions or need additional information.

David E. Balfour, MAI
The Valuation Group
[redacted]
Sherwood, Oregon 97140
P: [redacted]
This message was sent via voice text. Please forgive typographical errors.

Miriam Hanes

From: Brittni Beers <[redacted]>
Sent: Thursday, August 15, 2024 6:19 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Opposition to Sherwood West UGB Expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Brittni Beers-Branco

Sent from my iPhone

Miriam Hanes

From: Hella Betts <[redacted]>
Sent: Friday, January 26, 2024 11:08 AM
To: 2040
Subject: [External sender]Metro decision on a UGB expansion request end of this year (2024) Sherwood, OR

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good Morning Metro:

As a property owner of 13 acres on 19945 & 19525 SW Kruger Rd, Sherwood, Or - outside of the UGB, I strongly support to be included in the UGB. We are directly behind the new Sherwood High School with a "turn around intersection of Elwert and Kruger which causes traffic going from Newberg to Hillsboro. The congestion from the High School Literally makes the case for growth, road improvement, local businesses so students do not have to use cars to cross 99W. Sherwood is the "gateway to the coast and wine country" it would be SAD to be like Tigard and just be a "drive though".

This also could be a promotion advertising to come to "OREGON as a DESTINATION".

Thank you,
Hella Betts
[redacted]
Sherwood, OR 97140

August 9, 2024

Metro Councilor Christine Lewis
(via email)

Dear Councilor Lewis:

I am writing on behalf of the Borland Property Owners Association, which represents owners located along I-205 and south of the Tualatin River (map attached) – and which has been in "Urban Reserves" for many years. It is part of the largest area within Metro's boundary that is Urban Reserves, and it is the only formerly Tier 1 Urban Reserve not yet within a UGB. Our comments focus on the need for housing, recognizing that there also is a significant market need for business/industrial land.

Metro's Draft Urban Growth Report (DUGR) as presented to Council is not merely a statistical exercise. It is in fact a package of major policy decisions that should be rigorously discussed by the Council in open, regularly scheduled Council meetings and only after that voted upon.

The DUGR appears against a backdrop of what is widely described as a housing crisis: A shortage of tens of thousands of units of housing that is affordable to working Oregonians, as well as a severe shortage of housing accessible with either direct or indirect subsidies.

In summary, we have a large supply-demand imbalance. Lack of supply has driven Portland-area costs well above comparably sized, successful cities. For example, based on National Association of Realtors sale price data from Q1 2024 (attached):

- Charlotte, North Carolina, is about 10% larger than Portland but its housing costs are about 20% less.
- Pittsburgh is of comparable size and its housing costs are about 42% of those of Portland.
- Even Phoenix, Arizona, is nearly twice Portland's size by population and yet its housing costs are about 10% less.

All these areas are prosperous, desirable places to live – and are more affordable than Metro Portland.

This crisis prompted Metro to go to the ballot and get approval for an income tax to pay for housing subsidies, and it has prompted the Legislature and Governors to collaborate on passage of major housing measures in recent years.

And yet there has been little movement of Metro-controlled urban growth boundaries, the most tangible means by which Metro can increase the supply of legally buildable land and by doing so mitigate costs. If we really are in the midst of a housing crisis, then moving UGBs should be part of the action plan to counter it.

[redacted] Portland, Oregon 97229 [redacted] · [redacted]

Our problem has become a negative flywheel feeding on itself: Excessive costs discourage in-migration necessary to make up for the macro trend of an aging native population, primarily driven by the Baby Boom generation and decreasing family sizes among following generations. An aging population leads toward economic stagnation and limited opportunity for the working-age population.

While Metro cannot realistically change the macro aging trend among the native population, in-migration is well within Metro's policy influence. It is not merely a matter of picking a high, medium, or low in-migration projection. *The policy choice before the Metro Council is whether to encourage in-migration*. It can do so by greatly expanding the supply of housing land.

The DUGR also makes highly questionable assumptions about acceptable density. While noting that younger people are willing or even desire to live in dense multifamily housing, it fails to note that many of today's 20-somethings soon will be 30-somethings with young families seeking single-family homes with a yard. If Metro expands UGBs now, then the housing they likely will desire could be reasonably available within 10 years.

The report also notes increasing amounts of dense or attached single-family housing such as multistory townhouses, and projects proportionately more such housing *without acknowledging the growing need of the older component of the population for single-level housing*.

Metro has a responsibility to meet these needs, which cannot be met entirely by infill and redevelopment. It cannot meet its responsibility to provide for sufficient legally developable land by merely ratifying a report that, despite its earnest statistical analysis, is a series of guesses tilted toward a slow- or no-growth policy choice.

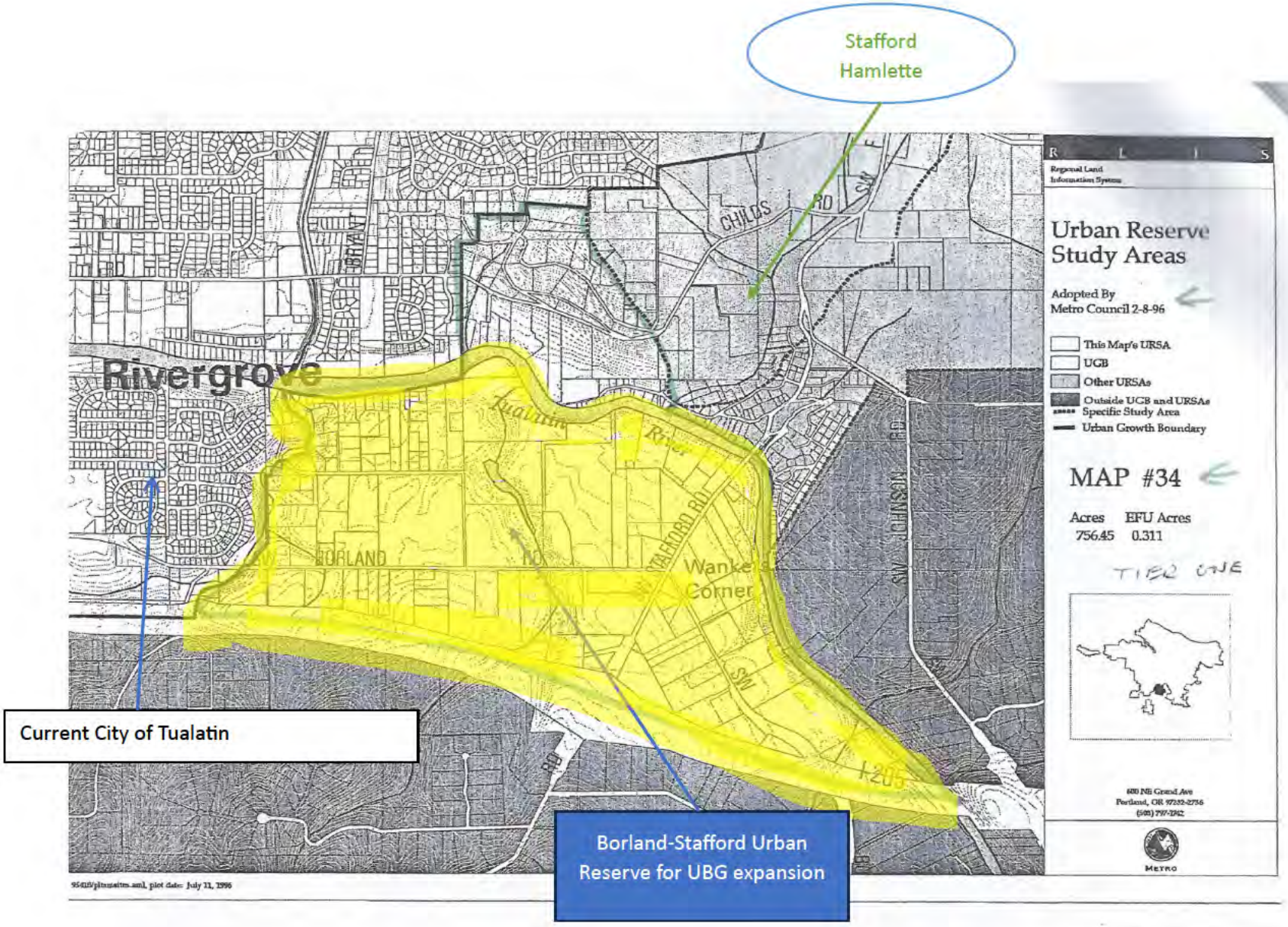
Borland can be part of the solution and help Metro meet its statutory responsibility. Based on consultation with civil engineers and developers over many years, we are confident that the developable acreage in Borland easily could accommodate approximately 1,500 units of mixed types of housing, along with an adequate supporting retail center. Its existing access to I-205 and major arterials, with improvements, make it an ideal location from which to commute to jobs along the I-205 and I-5 corridors.

To have the deepest, broadest impact on metropolitan Portland's shortage of both housing and industrial land, Metro must make bold policy decisions like bringing Borland out of Reserves and into a developable UGB.

Best regards,



Tom Holt
for Borland Property Owners Association


Stafford
Hamlette
Rivergrove
Tualatin River
BORLAND RD
Wanker Corner
SW
CHILDS RD
SW JOHNSON RD
I-205
Regional Land Information System
Urban Reserve Study Areas
Adopted By Metro Council 2-8-96
This Map's URSA
UGB
Other URSAs
Outside UGB and URSAs
Specific Study Area
Urban Growth Boundary
MAP #34
Acres 756.45
EFU Acres 0.311
TIER ONE
600 NE Grand Ave
Portland, OR 97232-2736
(503) 797-1742
METRO
Current City of Tualatin
Borland-Stafford Urban Reserve for UBG expansion

Page 64

National Association of REALTORS®
Median Sales Price of Existing Single-Family Homes for Metropolitan Areas

CBSA Code	Metropolitan Area	2021	2022	2023 r	2023 I	2023 II	2023 III	2023 IV r	2024 I p	Q1-Q1 %Chya
					(Not Seasonally Adjusted, 000s)					
	U S	357 1	392 8	394 1	371 0	402 5	406 3	391 3	389 4	5 0%
	NE	394 1	426 0	444 4	394 1	452 6	467 7	441 0	437 6	11 0%
	MW	263 3	281 9	290 8	263 6	301 2	304 6	282 3	283 1	7 4%
	SO	317 5	359 5	362 0	345 9	367 6	367 9	359 4	357 3	3 3%
	WE	558 8	617 1	602 6	559 3	609 5	623 2	609 3	600 3	7 3%
40980	Saginaw, MI	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
41940	San Jose-Sunnyvale-Santa Clara, CA	1640 0	1797 8	1765 0	1618 4	1800 0	1850 0	1750 3	1840 0	13 7%
11244	Anaheim-Santa Ana-Irvine, CA	1099 0	1235 0	1260 0	1195 5	1250 0	1305 0	1299 5	1365 0	14 2%
41860	San Francisco-Oakland-Hayward, CA	1320 0	1350 0	1272 5	1140 0	1335 0	1300 0	1251 0	1300 0	14 0%
46520	Urban Honolulu, HI	996 2	1126 7	1055 9	1029 0	1060 7	1061 9	1069 4	1085 8	5 5%
41740	San Diego-Carlsbad, CA	830 0	911 0	931 2	880 0	942 4	978 5	931 6	981 0	11 5%
42020	San Luis Obispo-Paso Robles, CA	762 1	889 3	888 6	850 2	890 9	889 9	912 1	909 3	7 0%
37100	Oxnard-Thousand Oaks-Ventura, CA	980 2	896 9	903 3	844 8	904 9	921 5	916 8	908 7	7 6%
41500	Salinas, CA	886 6	899 2	933 4	863 9	915 6	945 3	993 9	899 2	4 1%
34940	Naples-Immokalee-Marco Island, FL	645 0	782 0	790 0	777 0	850 0	770 0	755 0	850 0	9 4%
31084	Los Angeles-Long Beach-Glendale, CA	801 3	849 4	833 4	746 8	789 4	897 6	884 4	823 0	10 2%
14500	Boulder, CO	782 7	857 8	857 2	836 9	871 2	857 8	849 4	822 4	-1 7%
42660	Seattle-Tacoma-Bellevue, WA	698 6	756 2	735 0	699 3	760 8	744 3	732 2	755 3	8 0%
14460	Boston-Cambridge-Newton, MA-NH	642 2	685 6	714 0	644 4	734 2	745 1	704 7	704 7	9 4%
12700	Barnstable Town, MA	617 8	683 0	715 4	672 7	711 5	731 0	737 8	701 7	4 3%
35004	Nassau County-Suffolk County, NY	635 1	670 8	683 5	653 2	673 4	702 3	696 6	695 9	6 5%
35614	New York-Jersey City-White Plains, NY-NJ	535 8	589 2	623 9	560 2	608 8	650 5	659 2	663 1	18 4%
35620	New York-Newark-Jersey City, NY-NJ-PA	561 0	607 6	636 9	577 3	629 0	665 0	659 3	659 2	14 2%
14860	Bridgeport-Stamford-Norwalk, CT	630 0	657 7	694 1	600 7	722 4	728 5	681 9	658 1	9 6%
19740	Denver-Aurora-Lakewood, CO	607 1	670 1	661 0	636 1	674 5	673 0	652 3	651 0	2 3%
42140	Santa Fe, NM	535 5	610 3	638 7	608 7	641 0	669 4	629 7	631 1	3 7%
33100	Miami-Fort Lauderdale-West Palm Beach, FL	480 0	557 5	593 0	560 0	605 0	602 5	600 0	625 0	11 6%
35084	Newark, NJ-PA	512 3	563 3	621 7	513 4	635 6	672 7	628 4	610 1	18 8%
39900	Reno, NV	531 8	596 6	585 8	535 8	585 8	608 0	599 0	605 9	13 1%
22660	Fort Collins, CO	514 3	610 0	611 2	590 4	628 9	622 1	586 1	604 5	2 4%
47900	Washington-Arlington-Alexandria, DC-VA-MD-WV	544 3	585 0	602 7	557 2	629 0	612 6	591 7	600 2	7 7%
40140	Riverside-San Bernardino-Ontario, CA	510 0	565 0	565 0	550 0	570 0	565 0	565 5	579 9	5 4%
38900	Portland-Vancouver-Hillsboro, OR-WA	536 4	591 0	584 8	556 8	599 4	593 4	579 4	574 0	3 1%
41100	St George, UT	462 7	583 2	537 6	512 2	548 0	541 9	541 6	554 8	8 3%
41620	Salt Lake City, UT	486 1	569 1	542 2	522 7	546 9	554 5	541 0	551 2	5 5%
40900	Sacramento--Roseville--Arden-Arcade, CA	500 0	540 0	527 1	500 0	530 0	542 0	535 0	533 9	6 8%
38860	Portland-South Portland, ME	418 1	473 0	505 1	462 8	538 7	528 0	495 5	512 4	10 7%
35840	North Port-Sarasota-Bradenton, FL	405 0	505 6	510 0	500 0	525 0	515 0	499 9	510 0	2 0%
31700	Manchester-Nashua, NH	412 6	466 0	485 3	441 9	489 5	505 6	486 8	508 4	15 0%
39340	Provo-Orem, UT	475 7	569 1	510 5	492 6	520 3	532 7	500 9	507 4	3 0%
24540	Greeley, CO	453 0	489 3	484 9	471 7	489 0	491 7	484 5	482 6	2 3%
36260	Ogden-Clearfield, UT	417 8	483 0	475 1	451 9	485 6	481 7	478 6	482 1	6 7%
14260	Boise City-Nampa, ID	468 6	491 6	474 0	440 7	480 8	485 9	478 1	471 5	7 0%
39300	Providence-Warwick, RI-MA	396 1	440 9	460 9	417 0	462 3	480 1	467 5	470 7	12 9%
38060	Phoenix-Mesa-Scottsdale, AZ	415 4	477 9	459 6	439 7	464 2	467 2	466 5	470 5	7 0%
12420	Austin-Round Rock, TX	488 6	555 4	481 2	467 9	496 3	485 7	466 4	466 7	-0 3%
29820	Las Vegas-Henderson-Paradise, NV	397 0	466 4	450 4	431 4	449 6	460 6	459 6	465 4	7 9%
21660	Eugene, OR	417 1	463 9	465 4	451 0	475 4	476 9	450 4	462 7	2 6%
20524	Dutchess County-Putnam County, NY	397 0	431 8	440 3	397 0	434 7	460 1	457 0	454 1	14 4%
48900	Wilmington, NC	355 3	410 1	441 5	416 5	439 4	456 5	447 5	453 7	8 9%
15540	Burlington-South Burlington, VT	389 2	442 2	471 1	429 5	486 5	478 1	468 9	448 9	4 5%
17820	Colorado Springs, CO	432 9	463 4	460 4	444 7	467 1	466 3	459 3	448 8	0 9%
41420	Salem, OR	411 1	451 7	452 7	453 7	451 0	456 2	449 7	446 0	-1 7%
31540	Madison, WI	361 5	392 7	417 9	397 9	429 2	428 3	403 7	445 3	11 9%
11700	Asheville, NC	378 6	426 9	456 6	435 2	456 0	463 5	466 6	444 7	2 2%
11460	Ann Arbor, MI	348 8	373 8	435 3	398 0	485 0	448 0	410 0	440 9	10 8%
20500	Durham-Chapel Hill, NC	397 9	453 6	468 3	412 6	495 5	483 2	460 0	440 9	6 9%
39580	Raleigh, NC	392 8	455 3	459 9	420 0	471 6	478 6	461 2	439 8	4 7%
30860	Logan, UT-ID	364 2	441 6	431 7	441 9	440 6	421 0	424 3	436 1	-1 3%
42680	Sebastian-Vero Beach, FL	325 0	375 0	387 5	384 0	412 0	373 4	385 0	435 8	13 5%
36740	Orlando-Kissimmee-Sanford, FL	356 9	420 0	434 0	419 9	435 0	436 5	442 0	435 0	3 6%
49340	Worcester, MA-CT	371 7	409 1	436 6	387 6	452 0	456 5	434 3	430 9	11 2%
28420	Kennewick-Richland, WA	380 9	440 3	428 4	425 4	428 9	433 6	422 8	426 9	0 4%
38940	Port St Lucie, FL	332 0	400 0	409 9	391 5	410 0	413 6	420 0	425 0	8 6%
40060	Richmond, VA	342 8	374 0	393 0	362 3	395 0	401 7	412 8	425 0	17 3%
16700	Charleston-North Charleston, SC	375 2	416 1	423 2	406 0	430 2	421 5	429 0	421 4	3 8%

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					(Not Seasonally Adjusted, 000s)					
15980	Cape Coral-Fort Myers, FL	360 0	430 0	420 0	434 0	439 0	405 0	400 0	415 0	-4 4%
11260	Anchorage, AK	380 6	408 4	423 9	395 6	441 0	437 2	400 8	412 0	4 1%
28740	Kingston, NY	346 6	379 7	401 1	358 9	394 5	427 1	421 8	411 1	14 5%
23420	Fresno, CA	370 0	410 0	410 0	390 0	420 0	420 0	405 0	410 0	5 1%
23580	Gainesville, GA	345 0	393 9	401 5	383 5	420 4	401 5	398 7	405 8	5 8%
44060	Spokane-Spokane Valley, WA	382 1	423 9	412 7	383 4	424 4	433 2	397 6	405 4	5 7%
45300	Tampa-St Petersburg-Clearwater, FL	330 0	400 0	405 0	390 0	409 9	415 0	410 0	405 2	3 9%
34980	Nashville-Davidson--Murfreesboro--Franklin, TN	349 5	403 7	401 5	385 8	401 3	413 6	405 3	404 3	4 8%
18880	Crestview-Fort Walton Beach-Destin, FL	384 1	420 0	410 0	400 0	432 0	407 0	394 6	399 0	-0 2%
16740	Charlotte-Concord-Gastonia, NC-SC	354 1	397 7	398 0	387 2	403 1	406 9	395 1	398 3	2 9%
17020	Chico, CA	419 8	439 6	409 2	387 4	412 9	424 7	407 0	397 0	2 5%
27260	Jacksonville, FL	325 0	386 5	389 4	370 0	390 9	390 0	392 7	390 0	5 4%
46060	Tucson, AZ	331 2	371 9	377 1	362 6	383 3	381 6	378 8	389 7	7 5%
12580	Baltimore-Columbia-Towson, MD	358 1	378 2	388 6	357 8	399 8	406 3	383 9	385 0	7 6%
45940	Trenton, NJ	353 7	367 8	398 8	338 8	409 4	434 2	419 7	380 4	12 3%
39460	Punta Gorda, FL	315 0	388 9	375 0	378 0	380 0	374 4	371 0	379 8	0 5%
19100	Dallas-Fort Worth-Arlington, TX	336 7	385 5	381 9	372 4	389 8	385 7	376 2	377 7	1 4%
33460	Minneapolis-St Paul-Bloomington, MN-WI	354 8	375 4	379 9	361 5	386 7	387 9	374 0	373 5	3 3%
12020	Athens-Clarke County, GA	293 1	349 4	369 8	349 9	385 4	366 9	371 7	372 9	6 6%
12540	Bakersfield, CA	323 2	364 6	370 4	358 9	371 9	383 3	367 3	370 3	3 2%
37340	Palm Bay-Melbourne-Titusville, FL	305 0	356 4	359 0	350 0	360 0	365 0	360 0	370 0	5 7%
12060	Atlanta-Sandy Springs-Marietta, GA	317 2	365 1	370 0	354 3	376 5	379 2	366 9	369 2	4 2%
34820	Myrtle Beach-Conway-North Myrtle Beach, SC-NC	294 0	364 3	366 5	368 4	368 3	366 7	362 5	366 1	-0 6%
35300	New Haven-Milford, CT	300 0	339 0	356 9	314 8	365 8	373 1	363 7	364 9	15 9%
19660	Deltona-Daytona Beach-Ormond Beach, FL	290 0	349 9	355 0	345 0	355 0	357 0	362 4	360 0	4 3%
23540	Gainesville, FL	299 6	340 0	354 0	335 5	366 0	360 0	344 0	354 4	5 6%
33340	Milwaukee-Waukesha-West Allis, WI	319 0	345 3	372 4	339 6	387 4	386 1	359 0	354 0	4 2%
16940	Cheyenne, WY	320 6	354 7	360 9	341 2	363 2	376 1	359 4	351 7	3 1%
28940	Knoxville, TN	279 0	325 1	341 3	323 0	342 4	350 6	346 9	351 2	8 7%
37460	Panama City, FL	298 5	353 6	365 0	365 0	370 0	366 6	361 9	351 0	-3 8%
25540	Hartford-West Hartford-East Hartford, CT	297 8	325 8	355 9	314 9	357 8	375 1	358 2	350 4	11 3%
16980	Chicago-Naperville-Elgin, IL-IN-WI	330 4	345 6	351 2	321 0	362 6	365 1	343 3	349 3	8 8%
22220	Fayetteville-Springdale-Rogers, AR-MO	271 2	329 2	346 9	328 8	356 0	349 3	347 5	342 7	4 2%
37980	Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	305 0	333 1	349 8	315 3	352 9	368 5	353 5	342 5	8 6%
10740	Albuquerque, NM	292 5	336 6	353 3	335 2	361 4	363 2	348 7	341 8	2 0%
49420	Yakima, WA	327 1	352 1	350 6	335 7	356 7	354 3	349 6	341 5	1 7%
35980	Norwich-New London, CT	296 0	326 4	345 9	310 1	345 9	361 4	353 9	337 0	8 7%
47260	Virginia Beach-Norfolk-Newport News, VA-NC	285 0	323 9	334 4	313 2	339 7	344 5	335 0	336 5	7 4%
26420	Houston-The Woodlands-Sugar Land, TX	304 1	345 0	340 3	327 0	348 3	345 6	336 6	334 1	2 2%
44140	Springfield, MA	287 5	318 1	336 2	296 0	336 0	355 1	337 8	333 7	12 7%
29460	Lakeland-Winter Haven, FL	270 0	335 0	334 4	329 0	335 9	335 0	335 6	333 3	1 3%
40340	Rochester, MN	291 2	319 0	319 8	303 8	332 7	315 6	316 5	331 3	9 1%
12100	Atlantic City-Hammonton, NJ	293 3	319 2	318 5	288 7	317 5	336 9	328 8	330 9	14 6%
17860	Columbia, MO	255 0	288 9	304 1	290 6	310 1	316 4	294 8	329 0	13 2%
24860	Greenville-Anderson-Mauldin, SC	279 1	322 3	335 5	310 0	333 9	340 4	351 8	326 9	5 5%
24340	Grand Rapids-Wyoming, MI	267 7	297 7	317 8	290 5	330 3	329 4	309 2	325 4	12 0%
20100	Dover, DE	283 8	304 1	318 0	294 7	323 3	333 4	313 6	323 6	9 8%
10900	Allentown-Bethlehem-Easton, PA-NJ	266 4	297 2	326 6	298 0	330 7	338 2	325 1	321 8	8 0%
43620	Sioux Falls, SD	269 5	314 3	325 9	286 1	341 4	333 6	322 5	321 3	12 3%
15500	Burlington, NC	250 5	307 8	317 2	304 6	313 2	327 9	320 2	320 9	5 4%
37860	Pensacola-Ferry Pass-Brent, FL	281 0	325 0	324 0	319 9	330 0	325 0	317 3	320 0	0 0%
29540	Lancaster, PA	260 6	292 1	313 7	279 7	318 8	327 8	320 5	318 3	13 8%
39380	Pueblo, CO	286 7	305 3	308 5	312 4	307 0	309 5	304 7	314 8	0 8%
26620	Huntsville, AL	280 4	324 9	324 2	313 6	324 3	325 2	333 5	313 9	0 1%
28140	Kansas City, MO-KS	279 2	309 5	320 1	291 0	333 9	328 8	315 8	308 6	6 0%
18140	Columbus, OH	274 1	301 1	312 7	284 7	327 5	323 4	307 1	306 6	7 7%
41700	San Antonio-New Braunfels, TX	291 2	337 7	326 8	320 5	334 1	332 1	315 7	305 8	-4 6%
45220	Tallahassee, FL	273 7	310 0	323 3	305 0	332 0	326 2	322 0	305 0	0 0%
27740	Johnson City, TN	231 5	263 6	288 4	253 9	294 3	301 5	292 5	302 9	19 3%
16860	Chattanooga, TN-GA	255 3	290 0	296 2	281 8	297 4	313 1	293 2	302 3	7 3%
26980	Iowa City, IA	258 1	277 8	292 5	271 6	297 7	301 5	286 7	302 1	11 2%
26900	Indianapolis-Carmel-Anderson, IN	260 5	294 6	305 2	289 3	311 2	316 4	300 1	300 1	3 7%
38340	Pittsfield, MA	302 4	326 0	331 9	287 4	287 4	353 1	349 9	300 0	4 4%
17420	Cleveland, TN	248 7	290 3	301 0	285 3	301 9	322 2	290 3	297 3	4 2%
49180	Winston-Salem, NC	235 6	280 5	289 9	277 0	292 2	299 4	287 8	295 8	6 8%
13820	Birmingham-Hoover, AL	271 2	303 9	301 1	276 5	315 8	310 2	301 9	295 0	6 7%
35100	New Bern, NC	221 9	252 3	281 0	250 5	301 4	282 1	283 8	293 7	17 2%
43900	Spartanburg, SC	235 4	272 3	289 8	278 7	291 1	295 1	294 6	292 7	5 0%
13900	Bismarck, ND	273 7	271 0	277 0	258 5	277 4	293 0	269 6	290 0	12 2%
25180	Hagerstown-Martinsburg, MD-WV	245 4	271 9	286 0	264 4	293 2	289 3	290 7	288 4	9 1%

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	Metropolitan Area	2021	2022	2023 r	2023 I	2023 II	2023 III	2023 IV r	2024 I p	Q1-Q1
					(Not Seasonally Adjusted, 000s)					%Chya
19780	Des Moines-West Des Moines, IA	258 2	274 9	288 0	265 3	296 6	297 6	282 6	288 0	8 6%
24580	Green Bay, WI	234 5	259 4	289 8	257 6	296 4	305 2	282 6	288 0	11 8%
36540	Omaha-Council Bluffs, NE-IA	242 0	272 6	290 0	274 1	297 5	297 8	282 3	286 1	4 4%
36100	Ocala, FL	230 0	280 0	285 0	279 9	287 1	286 0	289 0	285 3	1 9%
11540	Appleton, WI	241 0	263 9	284 6	274 9	284 7	293 3	279 5	284 9	3 6%
43300	Sherman-Denison, TX	254 2	277 1	282 9	256 1	296 2	288 5	285 2	284 6	11 1%
24660	Greensboro-High Point, NC	228 6	270 3	282 4	266 2	287 0	287 7	286 3	283 8	6 6%
30700	Lincoln, NE	245 1	273 1	288 6	275 0	292 7	295 9	286 2	283 0	2 9%
25860	Hickory-Lenoir-Morganton, NC	231 2	257 3	285 4	271 6	284 0	299 2	284 5	282 9	4 2%
22020	Fargo, ND-MN	255 9	283 8	288 9	267 9	300 8	290 2	284 5	282 5	5 4%
10580	Albany-Schenectady-Troy, NY	257 6	279 6	296 6	259 8	296 3	313 2	307 4	281 4	8 3%
17140	Cincinnati, OH-KY-IN	243 4	263 0	282 0	252 2	294 2	293 3	278 2	280 6	11 3%
35380	New Orleans-Metairie, LA	268 1	285 6	275 9	265 2	287 1	281 5	263 3	277 7	4 7%
40220	Roanoke, VA	244 5	267 7	278 2	266 7	284 2	283 1	277 7	276 0	3 5%
22140	Farmington, NM	215 7	248 0	259 7	240 7	251 5	273 8	265 9	274 9	14 2%
39540	Racine, WI	228 2	250 2	262 0	230 4	258 3	272 9	274 9	274 1	19 0%
32820	Memphis, TN-MS-AR	248 7	271 6	274 5	268 6	287 9	280 0	255 8	272 4	1 4%
17900	Columbia, SC	233 2	269 9	273 3	262 8	277 6	276 9	273 0	268 4	2 1%
14540	Bowling Green, KY	236 4	256 5	272 6	249 2	275 8	274 9	283 9	267 2	7 2%
30460	Lexington-Fayette, KY	224 2	242 5	257 8	242 2	261 3	265 1	258 8	267 0	10 2%
18580	Corpus Christi, TX	250 0	273 4	273 7	263 7	274 9	279 5	276 3	266 6	1 1%
19460	Decatur, AL	204 2	234 1	247 0	240 5	245 8	263 1	238 4	262 6	9 2%
31140	Louisville/Jefferson County, KY-IN	235 6	254 2	263 8	246 0	270 9	271 9	262 3	262 0	6 5%
13980	Blacksburg-Christiansburg, VA	250 2	272 2	284 9	255 7	308 4	295 2	271 2	261 6	2 3%
12940	Baton Rouge, LA	249 4	269 2	264 7	262 9	268 6	263 7	262 9	260 0	-1 1%
10180	Abilene, TX	215 4	239 0	240 1	238 2	235 1	253 3	234 6	258 4	8 5%
39740	Reading, PA	216 2	234 0	259 8	231 8	267 5	271 2	261 0	258 0	11 3%
21340	El Paso, TX	200 8	237 1	240 6	224 2	221 8	254 6	261 8	257 7	14 9%
47580	Warner Robins, GA	214 8	239 3	258 4	253 0	254 5	267 6	255 5	257 1	1 6%
27340	Jacksonville, NC	203 8	237 6	258 8	243 5	265 2	265 2	257 8	253 3	4 0%
49620	York-Hanover, PA	221 0	240 8	258 7	242 5	265 8	264 9	256 4	253 1	4 4%
25420	Harrisburg-Carlisle, PA	219 3	239 1	252 6	230 6	250 7	268 2	254 5	252 4	9 5%
36420	Oklahoma City, OK	194 2	223 4	243 8	227 3	247 6	251 2	243 3	251 0	10 4%
28700	Kingsport-Bristol-Bristol, TN-VA	191 4	223 3	255 6	237 8	257 6	261 8	260 3	250 5	5 3%
46140	Tulsa, OK	221 6	242 3	254 3	238 8	262 0	258 7	255 5	250 0	4 7%
23844	Gary-Hammond, IN	223 3	247 1	253 8	236 9	260 9	259 1	254 8	249 3	5 2%
41180	St Louis, MO-IL	226 1	245 3	254 4	231 1	266 2	268 6	243 7	241 1	4 3%
22180	Fayetteville, NC	189 8	217 9	234 0	220 3	239 8	240 1	233 2	240 2	9 0%
19820	Detroit-Warren-Deaborn, MI	245 7	250 9	251 1	227 0	265 3	266 6	241 5	240 0	5 7%
19380	Dayton, OH	193 1	212 3	238 1	206 3	234 8	251 8	240 7	237 5	15 1%
44180	Springfield, MO	198 6	231 9	240 6	225 3	247 0	246 6	238 7	236 9	5 1%
24020	Glens Falls, NY	231 1	245 9	252 6	229 5	225 5	274 3	278 4	236 2	2 9%
30980	Longview, TX	210 5	239 7	240 8	232 5	243 8	245 2	240 6	234 8	1 0%
20260	Duluth, MN-WI	218 9	233 2	254 3	217 7	276 3	263 1	243 4	234 5	7 7%
14010	Bloomington, IL	184 3	208 8	231 5	196 9	239 0	243 4	230 4	233 3	18 5%
23060	Fort Wayne, IN	189 9	214 1	228 3	205 4	236 6	239 3	222 2	232 7	13 3%
22540	Fond du Lac, WI	177 0	190 9	233 9	187 7	243 4	238 6	224 4	232 2	23 7%
31180	Lubbock, TX	206 9	229 8	229 1	222 4	231 7	230 2	230 1	230 4	3 6%
15380	Buffalo-Cheektowaga-Niagara Falls, NY	209 9	230 0	240 5	206 8	236 8	260 6	243 5	229 7	11 1%
36780	Oshkosh-Neenah, WI	192 8	220 2	249 1	218 9	251 4	261 5	248 0	227 2	3 8%
11100	Amarillo, TX	202 1	218 4	222 9	210 2	223 6	230 7	225 7	222 9	6 0%
22500	Florence, SC	183 2	206 8	215 2	204 0	208 2	230 5	217 3	222 0	8 8%
13140	Beaumont-Port Arthur, TX	199 7	214 7	210 9	209 7	214 8	212 3	199 4	220 7	5 2%
48620	Wichita, KS	191 2	209 4	216 2	203 9	220 7	224 3	210 6	219 9	7 8%
27140	Jackson, MS	220 2	241 6	224 8	218 9	240 8	234 2	195 5	219 1	0 1%
33660	Mobile, AL	195 9	211 4	221 2	215 3	228 7	233 8	206 9	218 3	1 4%
43340	Shreveport-Bossier City, LA	196 4	213 6	216 0	215 6	224 8	210 5	211 2	213 6	-0 9%
40380	Rochester, NY	192 1	211 0	231 9	190 4	240 6	247 0	230 5	212 4	11 6%
25060	Gulfport-Biloxi-Pascagoulia, MS	192 1	213 8	220 8	205 3	229 2	222 4	219 1	210 8	2 7%
36980	Owensboro, KY	174 4	189 5	196 5	189 9	194 3	212 7	194 3	210 2	10 7%
29620	Lansing-East Lansing, MI	189 8	203 7	212 8	179 4	226 1	227 2	210 3	208 0	15 9%
38300	Pittsburgh, PA	205 5	213 5	216 3	191 0	225 9	231 1	210 2	207 1	8 4%
31420	Macon-Bibb, GA	180 0	213 1	215 4	201 8	219 9	219 2	215 1	206 8	2 5%
16020	Cape Girardeau, MO-IL	186 4	202 0	216 1	196 5	222 1	221 1	219 8	205 1	4 4%
16300	Cedar Rapids, IA	182 8	196 4	205 3	186 3	207 2	218 9	206 0	203 3	9 1%
30780	Little Rock-North Little Rock-Conway, AR	184 6	205 6	208 9	203 0	212 6	216 7	200 0	202 8	-0 1%
27900	Joplin, MO	158 7	177 7	183 9	173 4	188 3	193 6	181 3	201 7	16 3%
45060	Syracuse, NY	177 5	195 1	214 7	176 3	211 6	232 1	222 7	198 8	12 8%
33860	Montgomery, AL	189 5	198 7	201 4	185 4	214 2	210 2	193 4	198 1	6 9%
28100	Kankakee, IL	176 9	188 7	192 2	158 3	196 8	212 4	198 4	193 1	22 0%

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	Metropolitan Area	2021	2022	2023 r	2023 I	2023 II	2023 III	2023 IV r	2024 I p	Q1-Q1
					(Not Seasonally Adjusted, 000s)					%Chya
17460	Cleveland-Elyria, OH	198 8	215 7	214 3	191 4	228 7	236 7	190 7	191 9	0 3%
48660	Wichita Falls, TX	158 6	178 6	187 6	183 6	193 3	176 6	196 9	188 9	2 9%
16580	Champaign-Urbana, IL	178 3	191 1	200 9	157 2	211 9	222 9	195 1	188 6	20 0%
10420	Akron, OH	179 8	196 7	196 4	172 7	206 0	220 3	181 5	185 7	7 5%
45820	Topeka, KS	169 2	179 0	190 3	172 1	194 6	199 6	192 3	183 9	6 9%
15940	Canton-Massillon, OH	168 8	175 0	187 9	178 1	188 8	199 8	180 1	183 3	2 9%
43780	South Bend-Mishawaka, IN-MI	173 0	194 9	196 6	183 0	200 7	209 4	189 5	180 0	-1 6%
40420	Rockford, IL	156 2	162 5	172 6	149 7	176 3	181 7	175 7	179 8	20 1%
11500	Anniston-Oxford, AL	154 7	164 8	178 8	160 3	180 0	184 2	188 9	179 1	11 7%
47940	Waterloo-Cedar Falls, IA	152 4	166 7	169 0	159 1	171 5	174 2	171 9	177 0	11 3%
16620	Charleston, WV	161 3	167 4	174 7	156 6	173 5	190 5	177 3	175 8	12 3%
19340	Davenport-Moline-Rock Island, IA-IL	152 3	160 4	170 3	146 8	179 8	178 8	168 1	168 6	14 9%
45780	Toledo, OH	158 5	167 2	174 1	156 0	177 2	184 2	175 0	165 5	6 1%
21500	Erie, PA	146 6	158 3	169 2	155 3	169 0	174 2	174 2	164 1	5 7%
44100	Springfield, IL	146 7	157 0	163 2	147 9	162 6	170 1	166 2	163 0	10 2%
13780	Binghamton, NY	145 5	152 4	162 2	141 8	160 0	173 7	167 1	158 9	12 1%
49660	Youngstown-Warren-Boardman, OH-PA	133 3	139 9	147 6	133 6	157 3	151 3	146 3	142 5	6 7%
19060	Cumberland, MD-WV	132 9	134 8	142 7	120 0	145 4	152 4	149 5	141 8	18 2%
21300	Elmira, NY	142 0	149 1	150 9	160 0	144 5	156 6	142 7	135 8	-15 1%
37900	Peoria, IL	130 5	138 2	148 4	128 6	156 6	157 5	144 2	127 2	-1 1%
19500	Decatur, IL	112 6	120 0	126 0	110 3	133 4	128 2	125 1	122 8	11 3%
78010	St Croix, Virgin Islands	319 4	347 0	342 5	289 0	340 0	300 0	379 5	335 0	15 9%

*All areas are metropolitan statistical areas (MSA) as defined by the US Office of Management and Budget though in some areas an exact match is not possible from the available data
MSAs include the named central city and surrounding areas and may not match local reporting due to differences in specification N/A Not Available p Preliminary r Revised
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Miriam Hanes

From: Eryn Kehe
Sent: Monday, August 12, 2024 11:50 AM
To: Miriam Hanes
Subject: FW: Borland Property Owners letter on UGR
Attachments: Stafford-Borland Map.pdf; metro-home-prices-q1-2024-ranked-median-single-family-2024-05-08.pdf; Councilor Lewis Urban Growth Report letter - Borland Property Owners.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

The three of these document together constitute a public comment to the draft UGR. Can you save as one PDF with the letter first and include in the record?

Eryn

Eryn Deeming Kehe, AICP | Metro | Urban Policy and Development Manager
My gender pronouns: she her, hers | [redacted]

From: Ramona Perrault <[redacted]
Sent: Monday, August 12, 2024 11:43 AM
To: Andy Shaw <[redacted]>; Eryn Kehe [redacted]>; Ted Reid [redacted]
Subject: FW: Borland Property Owners letter on UGR

Just keeping folks in the loop.

Ramona Perrault
Policy Advisor
Metro
600 NE Grand Avenue
Portland, OR 97232-2736
[redacted]

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From: Tom Holt <[redacted]>
Sent: Monday, August 12, 2024 10:16 AM
To: Christine Lewis [redacted]
Cc: Ramona Perrault [redacted]
Subject: [External sender]RE: Borland Property Owners letter on UGR

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Apologies for the additional email. I left out a pair of attachments. Complete package attached.

Tom Holt
[redacted]
Book a meeting: [redacted]

From: Tom Holt
Sent: Monday, August 12, 2024 9:51 AM
To: [redacted]
Cc: [redacted]
Subject: Borland Property Owners letter on UGR

Councilor Lewis –

Please see the attached letter on behalf of the Borland Property Owners Association.

Best regards,
Tom Holt
The Holt Company
Government & Public Affairs
[redacted]
To schedule meeting with me: [redacted]

Port of Portland

August 19, 2024

SENT VIA EMAIL AND US MAIL

Marissa Madrigal, Chief Operating Officer
Oregon Metro
600 NE Grand Ave.
Portland, OR 97232

RE: Comments on 2024 Draft Metro Urban Growth Report

Dear Ms. Madrigal:

Thank you for the opportunity to comment on the 2024 Draft Metro Urban Growth Report (Draft UGR) on behalf of the Port of Portland (Port).

The Port is a major industrial landowner in the region and active participant in economic development efforts statewide, such as the Governor's Semiconductor Competitiveness Task Force and Clean Tech Manufacturing Task Force. We are also active members of several Metro-convened policy committees, including the stakeholder roundtable convened to inform the 2024 growth management decision. Based on these perspectives, we have closely reviewed the Draft UGR, and submit the attached technical comments.

At a high level, we recognize the bounds of this exercise and appreciate the work Metro has done to provide insight into the process and invite a variety of perspectives. At the same time, we are concerned that industrial land demand is understated, and the effective supply is overstated. Readiness and viability for development rely on several factors beyond acerage alone, and we fear that identifying a surplus of supply without this realistic overlay could have negative policy implications by limiting much needed public and private investment in site readiness within the Urban Growth Boundary (UGB).

Creating opportunities to grow traded sector employment is essential to Oregon, which is dependent on income tax, as well as providing living wage jobs for residents. In addition, this finding impacts other important policy documents, such as the Regional Transportation Plan.

Given the importance of this topic to the region and the state, we look forward to working with Metro and other partners on processes to ensure an adequate supply of industrial land moving forward. Such partnerships could include revisiting Metro's 2040 Growth Concept to identify long term strategies to provide for an adequate industrial land supply, particularly for key traded sector industries. It would also be helpful for regional partners to update both the Site Readiness Toolkit and the Brownfields Inventory. Having this objective and current information, with mutually aligned methodology, will help us better craft and execute strategies aimed at our common economic development, land use and transportation goals.

Thank you again for the opportunity to engage and comment. Please let us know if you have questions or if you are interested in discussing any of these points in more detail.

Sincerely,

Teresa Carr,
Director, Business Development & Properties

Port of Portland

Port of Portland Technical Comments on Draft UGR

- Potential Underestimate of Land Demand: The cumulative impact of the assumption in Appendix 3 appears to be leading to an underestimate of land demand for specific use categories such as warehouse/distribution.
  - Appendix 3-assumptions about industrial building square footage appear to be too low. Several Port warehouse/distribution tenants have over 5000/sf per employee, underscoring a long-term trend toward automation and mechanization in the logistics industry.
  - Appendix 3-assumptions for industrial floor area ratio (FAR) of .25-.5 is likely too high, based on users that require extensive exterior storage and/or laydown areas, for example auto importers/exporters, ship repair and wind energy fabrication.
  - Appendix 3 Table 2 indicates that the distribution of building types for the Transportation, Warehouse & Utilities sector (NAICS 22,48- 49) is "31% Office, 6% Institution, 10% Flex/BP, 1% Gen Industrial, 43% Warehouse, 9% retail". Based on our experience, the assumed amount of warehouse building type for this sector should be much higher and certainly the majority of building space.

- Inventory Criteria: At the 7/17/24 MTAC meeting, Metro staff was asked about including industrial land with a 7% or greater slope in the inventory. A representative from Washington County noted that land with a 5% slope is typically used for industrial land inventories. When asked how much land would come out of the inventory if a 5% slope was used as the metric, Metro staff indicated "about 1,300 acres". This single correction would result in a 22% reduction of the purported 5,900 acres of industrial inventory identified in the Draft UGR.
  - Appendix 6 notes that the median size for industrial parcels in the assumed inventory is .6 acres, comprising a total of 1,934 acres. Parcels this small are not suitable for an industrial use even if they are zoned industrially. "Suitable" under OAR 660 means serviceable land designated for industri or other employment use that provides, or can be expected to provide the appropriate site characteristics for the proposed use. The implication is that likely hundreds of acres currently counted as part of the existing industrial land inventory in the Draft UGR may not be suitable for industrial purposes.

- Sherwood Expansion Proposal: The single expansion proposal under consideration for the 2024 growth management decision is from the City of Sherwood. The Port provided a letter in support of the proposal in March, 2024 and we continue our support. In particular, we support adding industrial land that could accommodate semiconductor and other traded sector industries. To ensure those lands are available for industrial use, Metro may want to consider amending the Title 4 map to apply a Regionally Significant Industrial Area (RSIA) designation. Further, while the Port is not opposed to the inclusion of "Hospitality" land per se, we feel this category (and the need for such land) should be better defined to avoid setting an unintended precedent.

- Future Urban Growth Decisions: Incorporate an Economic Opportunities Analysis (EOA)-based analysis of sector and business-district growth opportunities across distinct parts of the region. Also, de-link the demographic and employment forecasts by acknowledging the potential for additional in-migration based on traded sector job-growth opportunities. Providing additional incentives for communities on the edge of the UGB to undertake concept planning and provide infrastructure for future expansion areas, particularly for needed industrial land, is also recommended.

Miriam Hanes

From: Greene, Erika <[redacted]>
Sent: Tuesday, August 20, 2024 1:42 PM
To: Metro 2040
Subject: [External sender]Metro UGR_Port Comments
Attachments: UGR Port Comments.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

The attached is being sent on behalf of:

Teresa Carr
Director, Business Development & Properties
Port of Portland

Thank you,

Erika Greene
Real Estate Assistant I Port of Portland
Business Development & Properties
she/her
e: [redacted]
p: [redacted]

Port of Portland

Miriam Hanes

From: Todd and Shannon Christiansen <[redacted]>
Sent: Wednesday, August 7, 2024 9:52 PM
To: Metro 2040
Subject: [External sender]Comments on City of Sherwood's UGB Expansion Proposal

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear MPAC, Metro Council and Metro,

We are writing with respect to the proposed Sherwood West Concept Plan ("Plan") that the City of Sherwood has submitted to Metro requesting an expansion of the Urban Growth Boundary by 1,291 acres. We have been homeowners in Sherwood since 2000, nearly 24 years and have a vested interest in seeing it grow in a positive way. This proposal is lacking in facts – both actual and demonstrated needs as well as supporting details for the costs of infrastructure and reality of job opportunities and should not be approved. During the past two years, we , and many others, have been vocal in our opposition to the Plan. We were quite surprised during the presentation to Metro on May 22, Tim Rosener (Sherwood Mayor) represented to the Council that there had been little to no organized public negative sentiment towards the expansion proposal. This is simply not true and is just one of many examples of anecdotal comments in the May 22 presentation to MPAC that were not supported by actual data and facts.

Our ask of the Council and Metro, as it considers the request in alignment with outlined legislation, purpose and protocol for UGB expansion requests, is to please Follow the Facts. The Sherwood West Concept Plan may appear to be an impressive package, however it represents the viewpoints and desires of politicians and land developers and not a demonstrated need for more developable land in Sherwood or the metro area as a whole.

- Survey 75%/85% respondents-Sherwood Residents- said NO to the expansion request.
- The data shows a need for housing for the city of Sherwood of only 600, while city of Sherwood's request ranges from 3,100 to 5,500.
- Population growth projections and data do not demonstrate need for the expansion. People are moving out of Portland Metro area to Washington state and other locations since 2020. While in 2018 it looked like the trend was to continue growth of 1.6%/year, it is clear that is steadily declining and is now 33% less than it was (2018 = 1.56%, 2024 = 1.04%). https://macrotrends.net/global-metrics/cities/23102/portland/population
- Infrastructure and Traffic impact from the Plan will likely be significant and expensive. The Plan greatly downplays and minimizes this critical issue. As an example, during the May 22 presentation it was represented that road improvements would improve Roy Rogers connection to I-5, when in fact a map will show they do not intersect. This is just one example of the glossing over, and misdirection of the Plan when very real issues are raised. Furthermore, system development charges for the proposed expanded area will be significant and make the housing itself expensive.
- There is no demonstrated NEED for a 1,291-acre expansion which is excessive especially in relation to the overall size of Sherwood today. Sherwood officials have justified and represented to its residents and concerned citizens that it is in the city of Sherwood's best interest to a) have a plan of record otherwise Metro will make a plan for Sherwood (is this true?), and b) to make a single request for as much land as possible.

- There will be significant impact to farm and forestland and a good portion of the requested expansion area is in protected areas and/or will cause runoff that impacts wildlife (can be seen on a map) and the additional pollution of so many cars and congestion on the road to get to jobs will further harm the environment.
- The planned housing will not be more affordable nor improve the homeless situation. Look at the actual cost of housing at nearby Cooper Mountain for a benchmark. A more viable solution could be turning existing vacant office real estate (which there is an abundance of) into low-income efficiency apartments.
- Similarly there is already a surplus of commercial, industrial and mixed employment real estate in the greater metro area due to hybrid work trends and due to AI and automation trends as evidenced by the announced local layoffs (Nike, Intel, etc)

We appreciate that Metro has a challenging and important role in that it must balance ensuring enough land for 20 years AND also protecting the metro area from urban sprawl. The proposal by Sherwood is not a demonstrated need, but a want of politicians and developers to increase the city of Sherwood from 3,130 acres to 4,421 acres (increase of >40% for a population of 20,000!) creating unnecessary urban sprawl, excessive and unplanned for traffic, and harm to farm and wildlife and it will not contribute to affordable housing because it will be incredibly expensive to add infrastructure and build. Metro's own 2045 Distributed Forecast shows Sherwood growing by less than 1000 people and with a need for only 800 households and Sherwood still has significant unused land opportunities that could satisfy its current housing needs (e.g. Brookman annexation, and existing available properties and land infill which could be used for multi-family and middle-housing to be centered around the Old Town hub of Sherwood and make more sense for growth).

Based on records we can find, the UGB just in the vicinity of Sherwood has already expanded by 2,270 acres since 2018 (Cooper Mountain, Beef Bend South and King City). This newer UGB land is still far from fully developed/populated and should be focused on first. Additionally, the requested 1291 acres would be the largest expansion in decades (and the second largest since Cooper Mountain was added to Beaverton – which incidentally is a city 5 times larger than Sherwood so it was less than a 10% expansion of land).

We ask ourselves and Metro whether this proposed Plan and UGB expansion is truly needed for either Sherwood or the Metro area as a whole and whether the ramifications to the environment and costs of development have been truly evaluated? Based on the facts it does not appear so, and we ask you to vote against and decide NOT to expand the Portland area UGB.

Respectfully,

Shannon and Todd Christiansen



Image Credit: https://faunalytics.org/how-human-carnivory-harms-global-biodiversity/frog-on-lily-pad/

Leapfrog Development: Corporate Capitulation and the Impact on Washington County, Oregon



Chris Christensen

Housing, Real Estate & Mortgage Specialist - Condominium Conversion Project Manager - Assumption & Loss Mitigation Specialist, Political Pundit and 2020 U S. Congressional Candidate

Published Jul 7, 2024

"*We soon found that the white men were growing rich very fast and were greedy.*"

- Chief Joseph, (or Hin-mah-too-yah-lat-kekt), Tribal leader of the Wallowa Band of Nez Perce

In the heart of Oregon's Silicon Forest, Intel's relentless advancements have epitomized the concept of leapfrogging technology. Intel CEO Pat Gelsinger often references **Moore's Law** in his speeches to investors and analysts, highlighting the company's commitment to doubling the number of transistors on a microchip approximately every two years. Yet, while the company's cutting-edge innovations have driven progress, they have also sparked a chain reaction with potentially significant economic and ecological ramifications for the surrounding communities where Intel's "fabs" are located.

The rapid pace of Intel's technological growth has, predictably, fueled a real estate frenzy in every Washington County, Oregon community. Bigger cities like Beaverton, Hillsboro, and Tigard are cashing in on the "micro-boom," and even small towns such as Banks, North Plains, Forest Grove, and the county's unincorporated agricultural areas are inflating a precarious bubble that could spell an economic and ecological "micro-bust" for the region and the state.

Technological Leapfrogging



Intel's Silicon Chip Manufacturing Footprint in Hillsboro, Oregon is Currently Undergoing a Major Expansion With Financial Assistance from the Federal CHIPS Act and Oregon Taxpayers. (Image Credit: Chris Christensen)

For some, Intel's Hillsboro campus stands as a beacon of technological prowess, consistently announcing advancements in integrated circuitry. The company's commitment to innovation has resulted in a near-constant stream of newer, faster electric circuits, each "generation" essentially rendering prior products as inferior or even functionally obsolete. With the rapid emergence of artificial intelligence and robotics, Intel is now poised to lead the sector for many years to come.

Or are they?

The Pacing Problem and Intel's High NA EUV Technology

A critical concept in technological innovation is the pacing problem, where the rate of technological advancement outstrips the ability of industries, governments, and society to adapt. Remember the 8-track tape player or the laser disk? **Intel's recent acquisition and implementation of High NA EUV (Extreme Ultraviolet) technology** is a prime example. This cutting-edge technology, which promised unprecedented advancements in semiconductor manufacturing, is already being overshadowed by **the anticipated future arrival of Hyper NA EUV technology.**

The relentless drive to stay ahead in the technology race begs the question: where will it all end? Each new leap in technology renders previous innovations obsolete almost as soon as they are introduced, creating a perpetual cycle of development and obsolescence. This breakneck pace strains the technological ecosystem and exacerbates the economic and environmental pressures on the surrounding communities.

The Real Estate Boom: Look Before You Leap

The influx of high-paying tech jobs at Intel has attracted a wave of new residents eager to capitalize on the opportunities presented by the booming tech sector. This sudden surge in population has driven up housing demand, leading to skyrocketing property prices in nearby communities such as Hillsboro, Banks, Gaston, North Plains, and Forest Grove. Once quiet agricultural areas in Washington County are now hotbeds of real estate speculation, with developers scrambling to cater to the burgeoning demand. The City of Hillsboro, for example, recently **approved over 8,000 new homes to be**

developed in South Hillsboro, once an agricultural mecca, with thousands more planned.

While this real estate boom has brought economic growth and prosperity to the region, it has also sown the seeds of potential catastrophe. The rapid pace of development has put immense pressure on local infrastructure and resources, straining the delicate balance between growth and sustainability. As property values soar, long-time residents are priced out of their communities, increasing social and economic disparity.

Drain the Swamp? The Role of Oregon's Politicians

A significant contributing factor to this unchecked development is the role played by Oregon politicians, swayed by **Intel's corporate wealth**. In exchange for the promise of higher tax revenues, these policymakers have sacrificed the **foundational principles of Oregon's land use planning system. Established to protect farmland, forests, and open spaces** while promoting orderly urban development, these principles have been sidelined in favor of ill-gotten economic gains. This abandonment of sustainable land use policies not only accelerates climate change but also **jeopardizes the environmental integrity of the region.**

The Concept of Leapfrog Development

Leapfrog development can be visualized through the metaphor of a frog leaping from lily pad to lily pad across a pond. In this context, the "lily pads" represent the various communities in Washington County—such as Beaverton, Hillsboro, Tigard, North Plains, Banks, Forest Grove, Cornelius, and Gaston. Instead of a gradual, cohesive expansion from one area to the next, development leaps over existing communities, creating new pockets of urbanization in a disjointed and sporadic manner.

This type of development results in patches of urban sprawl, often leaving significant gaps of undeveloped or underutilized land in between. These gaps disrupt infrastructure continuity, making providing consistent public services, managing traffic, and maintaining community cohesion challenging. The leapfrog metaphor vividly illustrates the haphazard nature of this growth, highlighting the inefficiencies and long-term challenges it introduces.

The Detrimental Impact of Leapfrog Development

Leapfrog development, characterized by rapid, sporadic, and disjointed urban sprawl, has far-reaching negative consequences for suburban and agricultural communities. The effects are multifaceted and profoundly detrimental, impacting traffic, congestion, crime rates, infrastructure needs, and the preservation of farms and forests.

- Traffic and Congestion

The influx of new residents and the expansion of residential areas significantly increase traffic and congestion. Roads that were once sufficient for rural communities are now overwhelmed, causing longer commute times, higher transportation costs, and increased pollution. The lack of adequate public transportation exacerbates these issues, significantly increasing daily travel, which is a burden for residents.

- Crime Rates

Rapid and poorly planned unchecked growth can also contribute to rising crime rates. As new neighborhoods emerge without the necessary social and community infrastructure, law enforcement resources are stretched thin. The absence of cohesive community planning can lead to social fragmentation and increased opportunities for criminal activities, undermining the safety and security of these newly developed areas.

- Infrastructure Needs

The sudden surge in population places immense strain on existing infrastructure. Water and sewage systems, schools, hospitals, and emergency services need help to keep up with the rapid growth. The cost of upgrading and expanding these services often falls on local taxpayers, leading to increased financial burdens and potential declines in the quality of public services.

- Preservation of Farms and Forests

One of the most significant impacts of leapfrog development is the loss of farmland and forests. The encroachment of urban sprawl threatens Oregon’s rich agricultural heritage and natural landscapes. Once fertile lands are paved for housing developments and forests are cleared, leading to habitat destruction, loss of biodiversity, and increased greenhouse gas emissions. This disrupts local ecosystems and undermines the state’s commitment to environmental sustainability.

- Water and Power Consumption: An Unsustainable Path

Another critical issue exacerbated by Intel's expansion and the accompanying real estate boom is the inevitable massive increase in water and power consumption. High-tech industries, particularly semiconductor manufacturing and data centers, are notoriously resource-intensive. Intel's operations in Hillsboro require vast amounts of water for cooling and manufacturing processes, straining local water supplies. Similarly, the power demands of these facilities are immense, further burdening the region's energy infrastructure.

As companies like Intel and other data centers continue to grow and expand in Washington County, the demand for these resources will only escalate. This increased consumption is unsustainable both economically and environmentally. Local homeowners already feel the pinch as utility rates skyrocket to meet the burgeoning industrial demand. **The competition for water between industrial uses and residential needs is becoming increasingly fierce, with industrial consumption threatening to outpace homeowners' needs.** This imbalance drives up prices and raises concerns about long-term resource availability and sustainability.

The Core Problem: Irresponsible Planning and Land Use Patterns



Oregon's Urban Growth Boundary Has Long Been the Dividing Line Between Unchecked Urban Sprawl and the Region's Agricultural and Rural Land (Image Credit: Reddit)

Leapfrog development and the resulting urban sprawl represent a terrible, politically ignorant, and egregious example of irresponsible planning and land use patterns. This

unchecked expansion is a land grab orchestrated by greedy corporate interests and the politicians they influence. The crux of the issue lies in the need to limit leapfrog development and urban sprawl by maintaining the integrity of the urban growth boundary and adhering to existing land use limitations and zoning regulations.

Expanding the urban growth boundary and relaxing zoning laws benefit developers and corporations at the expense of the community and the environment. This short-sighted approach undermines the foundational principles of Oregon's land use planning system, which were designed to protect the state's unique landscapes and promote sustainable development.

The Decay of Portland: A Case Study in Failed Political Policies



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Image Credit: Chris Christensen - Image of Homeless Person Sleeping on Sidewalk near West Burnside Street in downtown Portland, Oregon

Compounding the issue is the decay of Portland, the region's urban core. Over the last decade, failed liberal political policies and capitulation to corporate and criminal interests have deteriorated the city's economic and cultural vitality. Rather than addressing the core issues within Portland and restoring it to its previous grandeur, political efforts have instead focused on enabling leapfrog developments farther and farther from the city center.

Portland's decline serves as a cautionary tale. The city's neglect has driven residents and businesses to seek opportunities in the outlying areas, exacerbating urban sprawl and placing additional pressure on suburban and agricultural communities. This shift undermines Portland's potential for economic and cultural revitalization and threatens the preservation of the outlying regions' natural, pristine beauty and agricultural significance.

The Looming Catastrophe: An Economic and Ecological Bust

The focus on providing corporate welfare to businesses such as Intel to attract cutting-edge technology to the region has created an unsustainable growth model that risks imploding with dire consequences. **If left unchecked, the current trajectory could culminate in a historic economic and ecological bust for the entire region.**

Economically, the inflated real estate market bears eerie similarities to past bubbles that have burst with devastating effects. The speculative frenzy surrounding property in Washington County is built on the assumption of perpetual growth and prosperity. However, as history has shown, such growth is rarely sustainable. A sudden downturn in the tech sector or a shift in corporate strategy could leave the region grappling with plummeting property values, foreclosures, and a shattered local economy.

Unchecked development threatens to irreparably harm the region's natural landscape. The agricultural areas that have defined Washington County for generations are being swallowed by urban sprawl, leading to habitat destruction, loss of biodiversity, and increased pollution. The environmental degradation resulting from rampant development could undermine the very foundations of the community, leaving behind a legacy of ecological devastation.

A Call for Caution and Sustainable Growth Policies

As Intel continues to push the boundaries of technological innovation, the surrounding communities and policymakers must adopt a more cautious and sustainable approach

to growth. The allure of quick profits and rapid advancements must be tempered with a deep understanding of the long-term consequences. Just as the relentless pursuit of leapfrogging technologies can lead to obsolescence and instability, leapfrog development can also result in fragmented communities and environmental degradation.

Both technological leapfrogging and leapfrog development share a common flaw: focusing on short-term gains at the expense of sustainable, cohesive progress. The rush to implement the latest technologies without fully considering the pacing problem mirrors the haphazard expansion of urban areas, creating patches of development that strain infrastructure and resources. The lack of strategic planning and foresight can lead to catastrophic outcomes in both cases.

For Washington County, the solution lies in curbing the sprawl by enforcing strict land use policies that prevent urban growth boundary expansion. Emphasis should be placed on revitalizing Portland, addressing its economic and social challenges, and restoring it to the vibrant urban core it once was. This approach not only preserves the natural and agricultural beauty of the surrounding areas but also fosters a more ecologically sustainable, resilient, and responsible community.

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Chris Christensen 1mo
Housing, Real Estate & Mortgage Specialist - Condominium Conversion Project Manager - Assumption & Loss Mitigat…

https://www.usnews.com/news/best-states/oregon/articles/2024-02-25/a-housing-shortage-is-testing-oregons-pioneering-land-use-law-lawmakers-are-poised-to-tweak-it

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Miriam Hanes

From: Chris Christensen [redacted]
Sent: Tuesday, July 9, 2024 12:45 AM
To: Metro 2040
Subject: [External sender]Leapfrog Development: Corporate Capitulation and the Impact on Washington County, Oregon

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Leapfrog Development: Corporate Capitulation and the Impact on Washington County, Oregon
https://www.linkedin.com/pulse/leapfrog-development-corporate-capitulation-impact-chris-christensen-hcutc?utm_source=share&utm_medium=member_android&utm_campaign=share_via

Miriam Hanes

From: Michelle Christian [redacted]
Sent: Thursday, August 22, 2024 6:00 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Oppose Sherwood West Growth Plan

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To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely, Brent and Michelle Christian

[redacted]

Sent from my iPhone

August 19, 2024

METRO
Urban Growth Management Team
600 NE Grand Ave,
Portland, OR 97232

RE: Urban Growth Report, Draft 2024

Dear Council Members,

I am writing to provide comment on the Draft Urban Growth Report pertaining to the City of Sherwood's proposed Sherwood West Concept.

I would first like to thank the members of the Council and their staff for their efforts in managing and planning for growth in the Metro area. I am sure it is often a thankless task, but one which is greatly needed by the community.

I have carefully reviewed the Draft and have a number of concerns about the proposed expansion by the City of Sherwood.

1. **The Draft does not incorporate nor analyze the figures upon which the Concept is based.** Instead, it seems to simply analyze the "readiness" of the City for expansion. And although the City clearly perceives itself as ready to expand - the question remains to whether it should. The numbers strongly suggest, if not dictate, that the big growth this area experienced in recent years has crested and we are now in a period of declining growth. The proposed expansion is not warranted.
2. **The numbers provided by Sherwood are inaccurate and self-serving.** Sherwood has previously egregiously over-estimated growth populations. For example, the high school was bonded and built on the basis of an expanding population. It has cost the area residents millions of dollars. And it was overbuilt. The high school has a capacity for 2,400 students. It currently has 1,704 enrolled students. According to the documents submitted in 2017 for UGB expansion, the City forecast an initial enrollment in 2020 of 1,870 students with a further forecast of 2,400 students by 2045. In reality, not only did the high school not have 1,870 students in 2020, it STILL doesn't have 1,870 students and won't any time in the foreseeable future. Predicted enrollments are declining and significantly so. It is now anticipated that the 2032 enrollment will only be 1,530. The point is that the City has shown that its numbers for growth to support the expansion are at best inaccurate and at worst purposely overstated. They should not be relied upon in making your decisions.
3. **METRO has its own data to rely upon and it does *not* support an expansion in Sherwood.** As required by Ordinance No. 21-1457, the Council will need to rely upon current data for planning. Exhibit A of the Ordinance was duly accepted and adopted as such current data. It sets forth the population of Sherwood as 19,747 based on the 2020 Census and forecasts a population of 20,118 in 2030, and 20,562 in 2045 respectively. An increase of some 815 persons in the next 20 years simply cannot support an expansion of 3,120 housing units.
   Moreover, as intended, the population data contained in the Ordinance has been used and relied upon by other municipalities and cities, such as Portland (Ordinance 19157), Multnomah County

(Ordinance 1323), and Lake Oswego (Lake Oswego City Council Meeting July 16, 2024), in analyzing their own expansion needs. Likewise, METRO should also rely on its own data in determining which option to choose from among those laid out in the Draft UGB Report - especially given the City of Sherwood's propensity to exaggerate its figures.

4. **Farmland is vital to all and cannot be replaced.** To state the obvious, we all depend upon farms to produce the food we eat. The verdant soil of the farmland around Sherwood is a precious commodity. Once housing or commercial entities are sited on farmland they are never recaptured for agricultural use. The Draft UGB Report, at best, gives lip service to the need to maintain and protect farmlands. Especially in these days of heightened awareness of climate changes and the value of locally produced foodstuffs, it is difficult to support the removal of productive land. Even more to do so based upon the lack of a verifiable need for housing and commercial development. The UGB Roundtable perspectives on agricultural demand, page 57 of the Report, also positively reflects the value of farmland for employment and negatively notes the "increased cost and carbon footprint of pushing food production outside of Oregon." Commercial expansion should first use those areas already so designated and then those areas that cannot be reasonably used for food production.
5. **The proposed light industrial use / employment area is mis-characterized.** Page 56 of the Draft UGB Report states that the Oregon Semiconductor Taskforce found that, statewide, there was a need for four 50–100-acre sites for semiconductor manufacturing. Four. Statewide. Not a regional need as stated in the Report (see page 57). The Report seems to suggest that the proposed area has unique characteristics making it suitable for commercial development. One such characteristic is its proximity to the highway. The Report apparently takes this at face value. However, anyone who has tried to get to Interstate 5 or Interstate 205 from the proposed area can attest to the existing congestion and traffic woes in such an endeavor. Simply put, the Report fails to recognize or analyze the *lack* of highway accessibility.
6. **The residents of Sherwood, the people, do *not* want this expansion.** The City of Sherwood's own poll regarding the public support for this expansion is not adequately represented in the Report. The City's poll showed that 84% of respondents agreed or strongly agreed with the statement:

   > The Sherwood city council should ***not*** expand the city and preserve natural areas and farmlands in the Sherwood West area. (Sherwood West Poll Results (Mayor) Tim Rosener August 16, 2021). Emphasis added.

Thank you for your time and attention in reviewing these concerns. I can only hope that these comments, along with other public input, will have a meaningful impact on the Council's decisions. As John Muir once so aptly stated, "Not blind opposition to progress, but opposition to blind progress."

Respectfully,

Kimberly R. Cobrain

Miriam Hanes

From: [redacted]
Sent: Tuesday, August 20, 2024 10:31 AM
To: Metro 2040; Marissa Madrigal; Lynn Peterson; Gerritt Rosenthal; Mary Nolan; Juan Carlos Gonzalez; [redacted]; Christine Lewis; Duncan Hwang
Subject: [External sender]Comments on Draft 2024 Urban Growth Report
Attachments: Comments of DRAFT Urban Growth Report.docx

Importance: High

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Please find attached my comments regarding the Draft 2024 Urban Growth Report. If you have any questions, please let me know.
Thank you for your consideration.

Kimberly R. Cobrain
Sherwood, Oregon

Miriam Hanes

From: Mallory Cochrane <[redacted]>
Sent: Friday, August 9, 2024 1:36 PM
To: Metro 2040
Cc: Peter Foster; [redacted]; [redacted]
Subject: [External sender]Please Support the Sherwood West Expansion Plan

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Metro Council Members,

My name is Mallory Cochrane, owner and founder of Birch Social - a consulting, marketing and events business dedicated to supporting the needs of small farms and food businesses in Oregon. My company is based in Old Town Sherwood, where I am also a resident and home owner.

I am writing to ask that you please **approve the Sherwood West Concept Plan as proposed by the Sherwood City Council and widely supported by the Sherwood community**. This Concept Plan was a result of two years of planning and public input to decide the future of our unique and special city.

As a native Oregonian, I intentionally chose to raise my family in Sherwood because of the **small town character, sense of community and amazing education system and public services**. Many other people are attracted to Sherwood for these same reasons. However, we need **more housing** for these new residents and increased **employment opportunities** to keep people working in our community rather than commuting elsewhere.

With inevitable population growth on the horizon, it is critical that **smart growth** practices be applied to the Sherwood West area so that we are future-proofing development in a way that **enhances our community, increases economic prosperity and protects farmland, natural spaces and resources**.

As outlined in the Concept Plan, I believe that Metro Council should:

- add 340 net acres of **residential land** to the Urban Growth Boundary (UGB)
  - *Comment: Our region will add approximately 315,000 new residents and 137,000 new jobs over the next 20 years under a baseline growth scenario.*
- add 130 net acres of **flex industrial land** to the UGB
  - *Comment: Sherwood West is well suited to capture new and expanding demand for industrial space due to its favorable parcel size, ownership, and low slopes.*
- add 135 net acres of **commercial and hospitality land** to the UGB
  - *Comment: Economic development requires a land supply that enables specific industries to thrive.*

Again, I request that the Metro Council stand with the residents and businesses of Sherwood and **approve the Sherwood West Concept Plan as proposed.** I would greatly appreciate a response with the Metro Council's position on this issue. I appreciate your time and thoughtful consideration.

Sincerely,
Mallory Cochrane

--
Founder
Birch Social
[redacted]
Celebrating the power of local food from field to table

To: Metro Council President Peterson
Metro Councilor Ashton Simpson, District 1
Metro Councilor Christine Lewis, District 2
Metro Councilor Gerritt Rosenthal, District 3
Metro Councilor Juan Carlos González, District 4
Metro Councilor Mary Nolan, District 5
Metro Councilor Duncan Hwang, District 6

CC: Marissa Madrigal, Chief Operating Officer, Metro
Kristin Dennis, Chief of Staff to Metro Council
Catherine Ciarlo, Director of Planning, Development and Research, Metro
Malu Wilkinson, Deputy Director of Planning, Development and Research Metro
Eryn Kehe, Land Use Manager, Metro
Ted Reid, Land Use Manager, Metro

August 23, 2024

1000 Friends of Oregon appreciates the opportunity to participate in the Urban Growth Stakeholders Roundtable, comment on the urban growth report, and partner with Metro on multiple areas of alignment such as unlocking more funding for critical infrastructure needs, addressing our housing affordability crisis, and bringing more mobility options for Oregonians in a 2025 transportation package.

The Metro Council has an opportunity to set the region up for success for generations to come if it uses one of its strengths: data-driven long-range land use planning. Strong land use planning invites a collective imagination to create the best future possible for all residents, ones that currently call the region home and ones that will call this region home. But the best future possible has always been, and will always be, under threat by a select few seeking to exploit the region's limited resources: whether it be our world-class soils, the water we drink, the air we breathe, or the health and ingenuity of our people.

1000 Friends of Oregon shares our 5 major takeaways for how to set our region up for success as you read the draft urban growth forecast:

1. Metro Council should focus on how to improve the quality of life for all residents now and into the future.

2. The region's natural resources and low weather extremes offer us a position of strength if Metro decides to steward them well.

3. The biggest bang for buck and the quickest way to regional success is to build upon our existing footprint, support our regional network of main streets, and restore the core.

4. Prepare for "Operational Efficiency" and protect people's livelihoods.

5. Raw land is the least of our issues when it comes to setting the region up for success. Land readiness on the other hand…

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1. Metro Council should focus on how to improve the quality of life for all residents now and into the future. We must remember the entire purpose of good land use planning and community development: to enhance the health, safety, and well-being of all Oregonians. We lose sight of this purpose when conversations are reduced to debating the number of acres. Rather, we should focus on creating measurable and meaningful indicators for success to guide our land use decisions and the limited public and private dollars we have. The region's indicators for success should include:

> **Life Expectancy by Zip Code.** Zip codes still serve as an indicator for how long and how well someone lives in the greater Portland area. Someone's life expectancy in Multnomah County (79.40 years) is less than those living in Clackamas County (80.90 years) and even less than Washington County (82.60 years[1]). Metro Council and staff should be keenly aware of this discrepancy across counties and prioritize resources and staff efforts to help areas that have the lowest life expectancy in the region. Blue Zones research could guide Metro's policy and funding decisions to better understand how to improve life expectancy and quality of life for residents in the region.
>
> **Household Costs/Affordability**. The largest household expense for the average resident is housing. The second largest household expense is transportation. Utilities and food also appear as common expenses. Metro should make land use decisions to help cut down on these household expenses for the average resident. If Metro decides to allow urban growth boundary expansions for residential, industrial, and commercial land where the majority of residents are going to feel the need to drive everywhere,

[1] Robert Wood Johnson Foundation, Accessed August 2024. https://www.rwjf.org/en/insights/our-research/interactives/whereyouliveaffectshowlongyoulive.html

Metro has made a choice to increase the household costs for the average resident. Urban growth boundary expansions not only increase driving at the edge, but they draw away investments that could be made where people already live to increase their transportation options. If Metro decides to fund planning and infrastructure efforts that allow the majority of residents to walk, roll, and bike to where they need and want to be, Metro has made a choice to decrease the household costs for the average resident.

Number and Quality of Age Friendly Communities. As presented to the Urban Growth Stakeholders Roundtable, Oregon enjoys a significant number of residents who are older in age. As our residents age, their needs change. It's no longer easier to drive where they need to get to; incomes become fixed and possibly lower than where they were working full time; and their social and civic participation styles may change.

As the World Health Organization and AARP's Livable Communities note, "age-friendly communities are places where people of all ages [and abilities] feel supported and included, and where older people can age well[2]." Age-friendly communities include three major components: physical (e.g., housing, transportation, outdoor spaces, and amenities); social (e.g., civic representation and participation, community involvement); and service (e.g., health care, emergency response). To create age-friendly communities, the Metro Council and staff should support land use decisions, planning grants, and infrastructure requests that create walkable and rollable neighborhoods where people are able to age in place, get to where they need and want to go safely and on their own, and be connected with their community on their own terms[3]. Orenco Station is a great example of incorporating age-friendly principles into planning and development by combining residential and commercial uses alongside pedestrian, bicycle, and transit investments; in contrast, planning that results in commercial and industrial development with large parking lots requires residents to use automobiles to safely navigate the community and thereby fails to create an age-friendly community.

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[2] AARP, Livable Communities, https://www.aarp.org/livable-communities/network-age-friendly-communities/

[3] Research demonstrates that placement in a nursing home/care facility drastically reduces the life expectancy for the individual. It also adds significant costs to the individual and any family members who may be paying for this change. A monthly rate for a studio in a housing facility that provides supervision or assistance with activities of daily living is approximately $6,161.91 for the Portland area (compared to the national average: $4,999.01 per month). https://www.newyorklife.com/resources/financial-calculators/costs-of-long-term-care

Number of Communities of Concern in EPA's Environmental Justice (EJ) Screen (or regional equivalent). The Metro Council and staff should be keenly aware of the number and location of communities who are burdened with environmental pollution, climate change risks, health disparities, and critical services gaps. Often, communities ranked in EJ screen are communities that are majority low-income, speak languages other than English, qualify for free and reduced lunch, and are people of color. Metro Council and staff should set a goal to have zero communities in the greater Portland area rank highly in the EJ Screen and develop policies and align investments to reach this goal. Metro Council and staff should reject urban growth boundary expansions and other investment strategies that draw resources away from investing in communities that rank highly in EJ screen.

2. The region's natural resources and low weather extremes offer us a position of strength if Metro decides to steward them well.

The greater Portland area is positioned to be an oasis of refuge from some of the most extreme negative impacts of climate change. This is a major advantage when drawing residents and businesses to the region (even noted by the private sector[4]). While we have much work to do to adapt to the changing conditions to protect the health and safety of residents, the Pacific Northwest is rated as one of the most climate resilient areas in the United States.

Metro Council and staff should build upon our unique position by stewarding our natural resources not just through voter-approved parks and nature bond measures, but through its regulatory authority in its land use decisions. For example, development that does not require high-nutrient soils should not be permitted on these soils[5]. Likewise, Metro Council and staff should coordinate with other natural resource agencies (Soil and Water Conservation Districts, Department of Agriculture, Department of Fish & Wildfire, etc.) to develop a clear, streamlined approach toward monitoring the quantity and quality of our water sources and air sheds. Each of these water sources and air sheds have carrying capacity limits (recognized in Land Use

[4] Visit Quicken Loans for an example of how Portland, Oregon's environmental stewardship and temperate climate risks are used to guide private investment. https://www.quickenloans.com/learn/best-places-to-climate-change

[5] Oregon's own Climate Action Commission has recommended "no net-loss" policy for high-quality farmland to reach our climate mitigation and resilience goals. Institute for Natural Resources at Oregon State University for the Oregon Global Warming Commission. September 26, 2023. https://static1.squarespace.com/static/59c554e0f09ca40655ea6eb0/t/6578da822755f905770c5901/1702419079574/2023-Natural-Working-Lands-Report.pdf

Planning Goal 6). Urban growth expansions should consider the carrying capacity of water resources and airsheds in order to assess and guide growth in the region. For example, if one company within an airshed applies and is awarded a permit to emit carbon monoxide to the top of the allowable limit for the entire airshed, Metro Council and staff must include that information in guiding growth away from that airshed to protect the health of residents and help businesses avoid violations of, at minimum, Clean Air Act and/or Land Use Planning Goal 6.

3. The biggest bang for buck and the quickest way to regional success is to build upon our existing footprint, support our regional network of main streets, and restore the core.

Metro Council and staff must ensure the region contributes to addressing the housing production shortfall and the affordability crisis through a holistic approach (remembering the indicators for successful quality of life including household cost/affordability). Building at the edges won't set the region up for success. And, Metro Council and staff should reject any attempt to expand the boundary or use limited public dollars without any element of guaranteed affordable housing.

We have a limited number of dollars for infrastructure, limited amount of labor for construction, and limited materials for construction. We urge Metro to prioritize developers and/or local jurisdictions who are building partnerships around transformative, catalytic (re)developments as part of holistic land use planning. Some notable opportunities to invest in our existing footprint, support our regional network of main streets, and restore the core include but are not limited to:

(Re)Development	**# of Homes (Est.)**	**Climate Friendly Area? (Y/N)**	**Guaranteed Affordability Component? (Y/N)**
Lloyd Center	5000	Y	Y
Broadway Corridor	2500	Y	Y
OMSI Revitalization District	900	Y	Y
Albina Vision Trust	1100	Y	Y
Hayden Island/Jantzen Beach (I-5 Bridge Corridor)	2000	Y (with light rail and complete street investments)	Y

Rockwood	TBD	TBD	TBD
Jade District	TBD	Y	Y
Gateway	TBD		
Hillsboro's Block 67	269	Y	Y (if the City of Hillsboro allows for affordable housing)
Willamette Falls Revitalization (West Linn and Oregon City's McLoughlin Blvd Enhancements)	TBD	TBD	TBD
122nd and Stark	TBD	TBD	TBD

4. Prepare for "Operational Efficiency" and protect people's livelihoods.

As we enter an era of mainstream artificial intelligence, more jobs in more sectors of our economy are vulnerable to automation. From manufacturing to advertising, the future is uncertain. To bring more certainty to residents and to be ready for changing technology and economic sectors, Metro and local jurisdictions must prioritize quality of life for its residents over company profits as an indicator for success. In doing so, the Metro Council and staff must be surgical about allowing any expansions for industrial lands and requiring enforceable, specific conditions on any industrial lands to create lasting high-quality jobs for residents and minimize the probability and impacts from mass layoffs due to automation and/or outsourcing.

If the Metro Council allows industrial developers to pave over our working lands for robots, residents lose their ability to provide for themselves, their families, and contribute to the region through their employment. Our region has suffered from broad definitions of industrial lands that do not result in development that brings high-quality jobs for residents. Instead, it adds a patchwork of uses: from gas stations to big-box chain retail stores to strip malls to truck stops. Our region has suffered from our lack of discipline to protect our existing industrial lands for development that can bring high-quality jobs, especially manufacturing jobs. While we still have a reported surplus of industrial lands, now is the time to protect them with specific, enforceable conditions on any industrial lands in our region.

5. Raw land is the least of our issues when it comes to setting the region up for success. Land readiness on the other hand…

The urban growth report's forecast includes a very optimistic outlook on utilizing vacant office buildings and land throughout the region, notably downtown Portland. We also see vacant or nearly vacant office parks and retail areas and their accompanying large swaths of empty parking lots throughout the region. Metro should focus its policy choices and investments on (re)developing and revitalizing these areas; they already have infrastructure in place and are located in existing communities. Recent layoffs by large international corporations illustrate that worldwide business cycles and other factors influence investment decisions, not land supply.

Even with the optimistic and arguably inflated job growth forecast, the urban growth report notes there is a surplus of industrial land even assuming the high growth scenario. We have heard for well over a decade that land readiness - bringing land to Tier 1 - is a main challenge for local jurisdictions. We also know that multiple cities and towns are faced with budget issues, whether it's structural budget deficits like Washington County and City of Portland or whether it's smaller towns that are seeking a larger revenue base like the City of Sherwood.

1000 Friends of Oregon understands and sympathizes with the funding and financing challenges local jurisdictions face when bringing land to Tier 1 readiness and maintaining this infrastructure. It's a motivating force behind our advocacy to work with our statewide membership to secure infrastructure dollars for housing construction (SB 1530 (2024), Senator Kayse Jama; HB 4134 (2024), Representatives Elmer, Gomberg, and Helfrich; and a housing project revolving loan fund (championed for multiple sessions by State Representative Pam Marsh), and to bring main street revitalization funds to towns across Oregon, especially for smaller jurisdictions.

What we know is that adding raw land doesn't pencil for local jurisdictions. What may seem like a revenue boon comes with newer, significant expenses: brand new sewer, water, fiber optic cables, roads, lighting. Suddenly, the city is back in the same predicament it started in: budget shortfalls. We are committed to working with cities and towns on real solutions to funding and financing for land readiness and core public services that are paramount to enhancing our quality of life for all Oregonians. We hope we can count on Metro's leadership to daylight the real problems and real solutions to this challenge.

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We appreciate Metro Council and staff's time in assembling the draft urban growth report's forecasts, presenting to multiple stakeholder groups, and offering an open line of communication throughout the process. None of us know what the future holds in store; tomorrow is just a rumor after all. But, 1000 Friends of Oregon is committed to working with our statewide membership to choose land conservation and development approaches - policy decisions and funding and financing strategies - to create a future that we are proud and excited to live in.

We are available to meet Metro Council and staff to discuss these key takeaways. We are also happy to host Metro Council or staff in meetings with our partner organizations who are committed to creating a better future for all residents, now and into the future.

Sincerely,



Samuel Diaz
Executive Director

Miriam Hanes

From: Eryn Kehe
Sent: Friday, August 23, 2024 10:43 AM
To: Miriam Hanes
Subject: FW: [External sender]5 Takeaways on Draft Urban Growth Forecast from 1000 Friends of Oregon
Attachments: 2024 August - 1000 Friends of Oregon Comment on Metro's Draft Urban Growth Forecasts.pdf

We can accept this late.

Eryn Deeming Kehe, AICP | Metro | Urban Policy and Development Manager
My gender pronouns: she her, hers | [redacted]

From: Sam Diaz <[redacted]>
Sent: Friday, August 23, 2024 10:39 AM
To: Marissa Madrigal <[redacted]>; Kristin Dennis <[redacted]>; Catherine Ciarlo <[redacted]>; Malu Wilkinson <[redacted]>; Eryn Kehe <[redacted]>; Ted Reid <[redacted]>
Cc: Mary Kyle McCurdy [redacted]
Subject: [External sender]5 Takeaways on Draft Urban Growth Forecast from 1000 Friends of Oregon

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good morning and happy Friday Marissa, Kristin, Catherine, Malu, Eryn, and Ted,

I wanted to personally send you 1000 Friends of Oregon's 5 takeaways on the draft urban growth forecast. I've been told the urban growth report isn't a policy decision by itself, but may be used to inform future policy and funding decisions. We hope these 5 takeaways can be helpful in shaping actions to create the best future possible for residents of our region.

More than happy to head to Metro or have you here at the 1000 Friends of Oregon office to chat through these takeaways and hear your perspective. Just let me know if you'd like to schedule something.

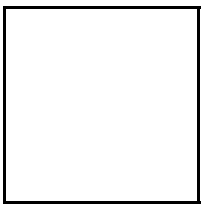
Thanks so much for your service.

Sincerely,
Sam Diaz
Executive Director

1000 Friends of Oregon
Pronouns: he/him

Office: [redacted]

Direct: [redacted]



Support a beautiful, bountiful Oregon for generations to come…*join us today*!

Miriam Hanes

From: Charlie Digregorio <[redacted]
Sent: Tuesday, July 23, 2024 3:20 PM
To: Metro 2040
Subject: [External sender]Zoom Meeting Commentary
Attachments: Metro Letter UGB.docx

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

Please accept the attached letter for the record due to my absence from the zoom meeting.

Thank you, Charlie Digregorio

July 23, 2024

Attn: Urban Growth Management Team

METRO

600 NE Grand Avenue

Portland, OR 97232

Sent Via Email – [redacted]

RE: Sherwood West UGB Expansion Plan Support

To Whom It May Concern:

As a former property owner in the Sherwood West area, and in agreement with relatives who still own properties there, this letter is in strong support of the Metro Council's efforts to reasonably expand the UGB. Recommendations from the Urban Growth Report findings are clear. After years of arduous studies and extremely detailed analyses, the Metro Council must finally act on next step growth management decisions.

A great deal of preparation and investment has been made in the Sherwood West area to accommodate necessary housing growth and affordability. The list of improvements in recent years is lengthy. Likewise, economic and job growth go hand-in-hand with future essentials. It is long past time to adopt the completed concept plan for proposed expansion within the presently designated urban reserve area. Anything less, as suggested by self-serving community members like the Sherwood Farm Alliance, would be a further irresponsible obstruction to the realities of future progress.

In place of my attendance at the upcoming Zoom meeting, thank you for including the above comments as a matter of record.

Sincerely,

Charles Digregorio

[redacted]

Portland, OR 97239

To: Metro

My name is Peter Dinsdale.

I was raised in Sherwood and my family's agriculture business is on the edge of the proposed UGB expansion area.

I am a supporter of the West of Sherwood Farm Alliance.

We were shocked and dismayed when Metro Councilor Juan Carlos Gonzalez announced his support for the controversial proposed Sherwood UGB expansion earlier this month.

By doing that, he made it perfectly clear that he doesn't have the slightest interest in the information, analysis, and values of the people who live here, or possibly from anyone, anywhere in the region.

In 2021, people in and around Sherwood responded to an online survey about this proposed UGB expansion.

84% of the respondents agreed, with this statement:
"*The Sherwood city council should NOT expand the city and* [should instead] *preserve natural areas and farmlands in the Sherwood West area*."
About 75% of respondents agreed strongly.

Let me repeat those numbers: 84% opposed the expansion and 75% strongly. That was the same result from a survey taken five years earlier.

Before you dismiss this opposition as the sentiments of a bunch of NIMBYs, you might consider some of the facts that we have been presenting to you at your monthly meetings:

FACT: Housing will be unaffordable to the people taking the jobs in the expansion area, causing more commuting, heavier traffic on our already burdened roads, and more pollution, which will NOT help in reducing greenhouse gas emissions.

FACT: Metro approved a UGB expansion in 2017, at Sherwood's request to build a new High School on 82 acres, based on projections of soaring enrollment. Today, after spending $248 million in tax dollars, the School District's consultants expect enrollment to decline within seven years.

FACT: The expansion will cause the loss of some of the best farm and forestland in the world. The result will be the loss of countless agricultural jobs and damage to Chicken Creek, which helps maintain the water quality in the nearby National Wildlife Refuge.

We are counting on you - unlike Councilor Gonzalez - to actually listen to the citizens, hear the facts, and reach an independent judgment.

Thank you for your service.

Peter Dinsdale

Miriam Hanes

From: Julie Horowitz <[redacted]>
Sent: Wednesday, August 21, 2024 5:22 PM
To: Metro 2040
Subject: [External sender]2024 Sherwood UGB decision
Attachments: Metro Peter Dinsdale.docx

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To Whom it Concerns,

I am a citizen of Sherwood and have attached my letter opposing the UGB expansion in Sherwood OR

Peter Dinsdale

Miriam Hanes

From: Shannon Dittler <[redacted]>
Sent: Tuesday, June 4, 2024 6:42 AM
To: Metro 2040
Subject: [External sender]Urban Growth Boundary.

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hell no, I don't want it to get larger. That is exactly what people who have moved here want. They want to make it larger so they can snatch up those investment properties.
People from outside of Oregon came here with their deep pockets to buy up Portland and make it grow.
We the people of Oregon don't need their deep pockets and wealth. Portland laws were put in place long ago by people with the foresight to realize people would want to do this to our GEM.
Hell no, tell them go invest elsewhere. Portland is perfect the way it is.

Miriam Hanes

From: Farmland First [redacted]
Sent: Sunday, August 18, 2024 9:46 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Testimony in opposition to Sherwood expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern:

Our nonprofit organization, Farmland First, is writing to convey our strong opposition to the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres.

This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes.

In 2022 Metro projected Sherwood would grow by a scant 3% over the coming decades. The Sherwood School District has forecasted enrollment for the new high school will begin to DECLINE in 2027. Sherwood has enough vacant land to accommodate new housing and jobs for years to come, when planned and developed wisely.

The types of industry that are planned are land-extensive, taking up farmland despite the drastic decline in farmland in the county and natural resource land despite the fact that only 15% of original significant natural resources remain in the county. It is a red herring to state that the goal is to increase the number of residents who work in the city - that correlation is not necessary for a functioning city, especially one in Metro where many people work in one city and live in another. If the city lacks jobs, it may be of its own making because it recently approved many expensive homes. It should not be rewarded for poor planning. And the type and extent of industry proposed is expensive to provide with infrastructure and services, yet there is no Taxpayer Impact Statement on the costs.

Farmland First stands with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,
Nellie McAdams
Farmland First

Miriam Hanes

From: Brian Fields [redacted]
Sent: Wednesday, July 24, 2024 3:46 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Comments from Brian Fields on Sherwood West expansion proposal
Attachments: Brian Fields Sherwood UGB expansion Metro 24Jun2024 comments.pdf

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

I would appreciate it if my attached comments are provided with the July 24 MPAC meeting packet.

Thank you,
Brian Fields
Secretary,
Eastview Road Neighborhood Association

Sherwood UGB expansion comments,
Brian Fields
Secretary, Eastview Road Neighborhood Association

I urge the Metro Council to scale back the Sherwood West Urban Growth expansion. We do not have the transportation infrastructure to support this growth. In addition, the City of Sherwood has not done any planning, not even "conceptual", to expand the capacity of Elwert Road, the only viable north south connector.

The current plans for Elwert Road are inadequate for the future growth planned.

Elwert road is serving as a regional connector. Even without bringing in additional land in the Sherwood West Urban Reserve we can expect the traffic flow to increase. With the addition of large amounts of new housing the burden on the existing road will only increase. How has Sherwood planned for increased capacity? They have not.

The Sherwood West concept plan shows the vision that Elwert road remain one lane in either direction with the addition of turn lanes. The city has repeatedly said that their vision of Elwert is that of a neighborhood street. This flies in the face of the current reality of an already overburdened regional connector, let alone showing any sense of planning for the future to accommodate a greatly increased local population. The only mention in the Sherwood West concept plan of planning for future connectivity is vague mentions of conceptional connectors. You can reference the "Transportation and Infrastructure" Section on page 101 of part 1 of the Sherwood UGB expansion proposal.

"North-South Connectivity – The concept of adding a route to enhance regional north-south connectivity will require future study. Additional feasibility and cost analysis will be

necessary. This should be considered as a long-term strategy, rather than an essential component of early stage transportation planning in Sherwood West."

But the truth is that the Sherwood West topography is not going to allow any new north south connectors. During the public outreach portion of the Sherwood West concept plan much feedback was provided to the city outlining specific complications for a north south connector west of Elwert Road. The City's own traffic modelling demonstrated that regional traffic could not be diverted from Elwert Road to any significant degree. The land is riddled with steep slopes and is bisected by Chicken Creek. In addition, the border of Sherwood West veers sharply east when you go north of Edy Road. If this hypothetical connector were built, as it moved north it would run into Rural Reserve land. Due to this a connection to Scholl's Sherwood Road to the north could not be completed. This means any road that was built would have to feed back onto Edy and Elwert, the existing transportation corridor.

There really is no choice but to improve the existing transportation corridor, but the City of Sherwood's West Concept plan does the opposite. Sherwood is proposing to move portions Elwert Road off it's current north south alignment and meander to the west, pass through two round-abouts, incur a new Chicken Creek crossing and then meander back to the Elwert Road current alignment in the north.

We have examples in the nearby region of what successful road planning would look like. The massive development to the north of Sherwood West, on Roy Rogers Road, has been accompanied by expansion of that road to 4 lanes. If you want to see aesthetically pleasing road expansion, we need only look to the improvements Lake Oswego has done on Boones Ferry Road. The road was both

improved to 4 lanes with a turn lane, but also includes attractive landscaped dividers and sidewalks. This is much like Sherwood has proposed, but with a critical difference, Lake Oswego recognized the need to increase capacity while making attractiveness an important part of their road design. Both can be done.

To be clear my point is not that Sherwood has not already solved the capacity problem prior to asking for an Urban Growth Boundary expansion. The problem is that Sherwood is not even planning for increased capacity. In fact, their public statements during the West Concept Plan outreach process indicated they want to discourage regional traffic and keep Elwert as a neighborhood street. See the description on page 227 of the submittal, in the Section title "SW Elwert Road Design Concept". Make note that the designation for much of Elwert Road is "Residential Boulevard". The is much risk if Sherwood doubles down on this approach that near term development will forestall any future capacity improvements on Elwert Road.

Their proposal to bring in the entire Sherwood West Urban reserve should be scaled way back until the City actual provides realistic transportation planning. Bringing the entire 1200 acres of Sherwood West now into the UGB is only going to compound a local a regional transportation quagmire which already exists. Sherwood needs to confront the reality that topography and the Urban Reserve boundaries themselves prevent any alternate north south connector. I encourage Meto to not approve Sherwood's ask to bring in the entire Sherwood West Urban Growth Reserve into the Urban Growth boundary.

Brian Fields
Resident of Sherwood West

MULTIFAMILY NW
The Association Promoting Quality Rental Housing

Multifamily NW
[redacted]
Tigard, OR 97224

Metro Council
600 NE Grand Ave
Portland, OR 97232

August 20, 2024

Dear Metro Council Members,

As the largest association of housing providers in Oregon, Multifamily NW is dedicated to ensuring that our communities thrive through sustainable growth and adequate housing supply. We are writing to express our strong support for the adoption of a high-growth forecast projection as you evaluate the urban growth strategy for the Portland Metro area. As you know, our region is currently navigating the consequences of a severe housing crisis, and it is imperative that we take bold, forward-thinking action to address the urgent need for housing.

Undersupply is the Root Cause of Housing Crisis

The Portland Metro area is experiencing an unprecedented demand for housing, which far exceeds the available supply. According to an alarming report by ECONorthwest, our region is already facing a housing shortage of more than 59,000 homes, with an additional need for 10,683 homes to accommodate our growing houseless population. Moreover, it projects that the region will require the construction of 294,853 new housing units over the next 20 years. These figures significantly surpass Metro's current estimates of 143,300 to 203,200 new units.

The numbers provided by ECONorthwest paint a stark picture of the housing crisis we are facing. By adopting a high-growth forecast projection, Metro can more accurately prepare for the higher-than-baseline growth that our region will (hopefully) experience. This proactive approach will enable us to meet the housing needs of our rapidly growing population, while also mitigating the affordability challenges that threaten the livability of our communities. And, if population growth does not proceed as expected, the land will not be impacted.

EXECUTIVE DIRECTOR
Gary Fisher
[redacted]

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Furthermore, residents in the Portland Metro area are facing increasing barriers to home ownership due to the affordability consequences that our undersupply has caused. If the council adopts and implements the high-growth forecast projection, home ownership will be more attainable for communities across the region.

Portland Metro Should Welcome Responsible Development

Additionally, Metro Council should shape a new policy that recognizes the low capacity for housing development inside UGB lands and the extreme need for new housing. The current estimates indicate a surplus of +9,050 units, which we believe is unrealistic given the actual deficit of -84,000 units needed inside the UGB.

Attempting to control where and how the market will adapt can have unintended consequences. Metro should avoid imposing restrictive policies that risk pushing housing developers to other U.S. markets with fewer regulatory barriers. Instead, we should focus on creating an environment that encourages development and investment in the Portland Metro area, ensuring that we remain competitive and capable of meeting our region's housing demands.

A crucial component of addressing our housing crisis is expanding the Urban Growth Boundary (UGB). By expanding the UGB, we can increase the availability of land for development, thereby helping to slow the escalating costs of housing. As we have all seen firsthand, the limited supply of land within the current UGB constrains development and drives up prices, making it increasingly difficult for residents to find affordable housing.

Expanding the UGB will not only create more opportunities for housing development but will also encourage competition, which can help slow the increase in housing costs and make living in the Portland Metro area more affordable. It is essential that we take this step to ensure that all residents have access to housing that meets their needs and budgets.

Acknowledgment of Employment Lands Considerations

While our primary focus is not directly within the commercial and industrial development sectors, we acknowledge that the availability and management of employment lands significantly impact the overall growth and sustainability of our communities. In this regard, we recommend that the Metro Council consider discounting the approximately 1,300 acres of land with slopes exceeding the 7% grade threshold, which is generally identified as the industry standard for commercial and industrial development. We have an obligation to ensure the land classified as viable truly meets the practical requirements for development.

By integrating these considerations, we believe that the Metro Council can better strategize the use of employment lands to foster balanced development, support economic vitality, and contribute positively to the community's housing and employment needs.

City of Sherwood Proposal Deserves Approval

Furthermore, Multifamily NW fully supports the City of Sherwood’s proposal for expansion without any conditions. Sherwood has demonstrated a commitment to responsible growth through a rigorous public engagement process, and we trust in their ability to understand and address their community's needs. Metro should respect the decisions made by local communities and support their efforts to grow in a way that aligns with their unique vision and values.

It is crucial to trust Sherwood's expertise and ongoing community engagement process. They are best positioned to determine how to grow reasonably and responsibly, ensuring that their expansion aligns with local needs and aspirations.

Conclusion

In conclusion, Multifamily NW strongly advocates for the adoption of a high-growth forecast projection as part of the urban growth strategy for the Portland Metro area. By acknowledging the true extent of the housing crisis, rejecting restrictive development scenarios, expanding the urban growth boundary, and supporting local initiatives, we can pave the way for a more prosperous, affordable, and sustainable future for our communities.

We appreciate the Metro Council's dedication to addressing these pressing issues, and we are confident that, together, we can create a housing strategy that meets the needs of our growing region. Thank you for considering our perspective and recommendations.

Sincerely,

Gary Fisher
Executive Director
Multifamily NW

Miriam Hanes

From: Zach Lindahl <[redacted]>
Sent: Tuesday, August 20, 2024 9:11 AM
To: Metro 2040
Subject: [External sender]Multifamily NW Public Comment on UGR
Attachments: MFNW Metro UGR Comments.pdf

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

Good Morning,

My name is Zach Lindahl, and I am the Director of Government Affairs for Multifamily NW. Our association is the largest coalition of housing providers in the state of Oregon, representing more than 275,000 units. In addition to frequent compliance training and hundreds of networking opportunities, our association advocates for common sense housing policy at all levels of government on behalf of our members. Our top priority is to keep Oregonians housed. In a time of housing crisis across the state, it is important that we consider how all policy affects both housing supply and affordability for renters.

Attached are comments Multifamily NW submitted regarding the recent Urban Growth Report. I thought I would share via this email address as well. Please let me know if you have any questions regarding our comments.

Best,

Zach Lindahl
Director of Government Affairs
Multifamily NW
[redacted]



Peter Foster

[redacted]

Sherwood, Oregon, 97140

[redacted]

8.22.2024

Metro Council

600 NE Grand Ave

Portland, OR 97232

Dear Metro Council Members,

I am writing to advocate for the inclusion of all land currently designated in the Sherwood West Growth Plan as proposed by the City, to ensure the future success of the City and the greater Community. The Sherwood West Plan is a good plan and the City's "control of the narrative" will be lost if the Plan is piecemealed in phases. We have strong interest in growth that will support diverse ranges of people who wish to live and work in our community. Sustainable growth, as championed by conservationists like myself, offers far more advantages to our community than no growth at all. History has shown us that the key to a prosperous society is not in stagnation, but in the careful and responsible use of our resources to meet the needs of the many and not just the few.

Our Project, Prodigal Sons, consists of a 'single farm restaurant' that will feed people locally, provide jobs and unique living opportunities, unlike grass seed and single crop export farmers. We have been diligently working with the City of Sherwood and the High school Ag and Culinary programs with intent to provide career opportunities and real-world skill development to the students. There are two types of landowners in our area. The first type are focused on growth opportunities and plan comprehension. The second type champion land preservation now that they built their homes where forest and farms used to be and dislike the middle and lower income folks in general.

Recently we have heard disturbing news that there is opposition to growth from several organized groups. As fact, the massive commercial farms with the most capital are not friends of Oregon's environment and financial future...

Organizations like Thousand Friends of Oregon, while well-intentioned in their efforts to preserve natural spaces, often fail to recognize the real-world impact of their policies on ordinary Oregonians. Their stance is reminiscent of Henry Thoreau's philosophy of naturalism—a perspective that prioritizes untouched wilderness over the needs of people, especially those of middle and lower incomes. Unfortunately, this approach is detrimental to the economy, creating a situation where "the few with the most" exert influence to protect their estate views at the expense of working and poor families who need affordable housing and job opportunities. If Metro is convinced not to act due to well organized and well-funded opposition groups representing s small percentage of the population, there will be no meaningful growth in Sherwood for many years to come and the fallout will be your (Metro's) failure because of wealthy numby influence.

Sherwood is a growing community with real needs. Leaving developable and well-planned land undeveloped in the name of preservation benefits a select few, but it does nothing to help the people of Sherwood diversify and thrive. Instead, we need to focus on sustainable development that balances environmental responsibility with economic growth. Responsible housing, jobs and infrastructure supports our town by allowing future generations to thrive in the area. At present, our next generation can't afford to live here and don't have enough local jobs here.

I urge Metro to consider the long-term benefits of sustainable growth over the short-term appeal of leaving land wild. Just as Roosevelt and Pinchot understood the value of managing natural resources for the benefit of all, we must adopt policies that ensure the land serves the people of Sherwood—not just those who can afford to prioritize untouched nature over community needs. The Sherwood West concept plan addresses that in a most impressive way.

Additionally, if City Council is given unfavorable conditions that stalemates the entire ask of the Urban Growth Management Decision, they could potentially withdraw and fail to have served

our community. Most will likely not be in service many years from now anyway. The application process is too costly. We would have to start the process all over again. By the time interest returns, if at all, and sites are permitted and built it will have been 8 years. Hopefully this letter gets into the right hands and Sherwood will maintain trajectory towards becoming one of Oregon's most desired places to live, for all, not just the few.

I look forward to your consideration of this critical issue and am confident that with timely and fair stewardship, we can create a future where Sherwood thrives economically, socially, and environmentally.

Thank you for your time and attention.

Sincerely,

Peter C. Foster

Owner
Memoirs LLC
[redacted]
Honolulu, HI. 96813
memoirshawaii.com

Managing Partner
Prodigal Sons LLC
[redacted]
Sherwood, OR. 97140
prodigalsons.farm

[redacted]
[redacted]

Miriam Hanes

From: Peter Foster <[redacted]>
Sent: Friday, August 23, 2024 11:32 AM
To: Metro 2040
Subject: [External sender]Urgent. Please Read
Attachments: Final Letter to Metro.pdf

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Peter Foster

19800 SW Kruger Road

Sherwood, Oregon, 97140

[redacted]

8.22.2024

Metro Council

600 NE Grand Ave

Portland, OR 97232

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Thank you for your time and attention.

Sincerely,

Peter C. Foster

Owner
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Honolulu, HI. 96813
memoirshawaii.com

Managing Partner
Prodigal Sons LLC
[redacted]
Sherwood, OR. 97140
prodigalsons.farm

[redacted]
[redacted]

CLACKAMAS COUNTY

PLANNING & ZONING

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DEVELOPMENT SERVICES BUILDING
[redacted]
OREGON CITY, OR 97045

TO: Metro Urban Growth Management Team, via email [redacted]

FROM: Clackamas County Planning Staff

RE: Technical Letter of Comment Regarding the Draft 2024 Urban Growth Report

DATE: August 22, 2024

Thank you for the opportunity to comment on the Draft 2024 Urban Growth Report (UGR). We appreciate your efforts to coordinate with our team and the many conversations you have convened in developing this report.

In addition to the Clackamas County Board's letter of comment, our technical staff would like to submit to the record the below concerns, questions and requests.

First, as raised at MTAC, it is difficult to determine how the calculations were made between the appendices and the draft UGR. We request that you provide a clearer record of computation in calculating the formal figures that are the basis for tables in the UGR.

For example, Table 9, *Summary of residential growth capacity inside the UGB by housing type* (page 32) shows "low", "mid", and "high" capacity numbers for single-unit detached, middle housing, and multifamily housing types. But the note to the table says that these capacity numbers should not be totaled, "for instance, adding up high capacity for each housing type", so it is unclear how we know how much capacity exists in the UGB and how these numbers should be used to compare capacity to the projected need. While Metro staff has provided, via email, some clarity to how the numbers in this table were calculated, it remains unclear how this table relates to Table 15 (page 40) in which the expected need is compared to some amount of capacity in each of the scenarios. To that end, additional data in an appendix that clearly walks a reader through these calculations should be provided; this would not only be helpful for reviewers, but it would also lead to more confidence in the summaries and options presented in the UGR.

Buildable Lands Inventory:

- Our team would like to thank Metro Staff and Johnson Economics for the creation of the Predictive Redevelopment Model to create a supply side response to key market parameters for anticipated development and redevelopment activity (Appendix 2, Attachment A). This is an innovative resource that is working to provide one of the missing pieces of the puzzle in matching land use with the redevelopment aspects of buildable land. That said, we do have some questions about the assumptions for redevelopment. One concern is that the proforma indicates that much of our "naturally occurring" affordable housing, such as manufactured home parks and older existing apartments will be re-developed. We are concerned that some of the assumptions may not support the retention of these critical assets, thereby leading to displacement, and also may incorrectly influence the capacity estimates.

Housing Needs Analysis:

- Data on housing underproduction show inconsistencies. In 2021, ECO Northwest conducted a study, Implementing a Regional Housing Needs Analysis Methodology in Oregon that estimated housing underproduction in the Portland Metro region to be 59,488 units (Exhibit 18, p. 35). In the draft UGR, however, the estimate for housing underproduction is estimated to be 15,000 (Table 10, p. 33). Metro Staff provide a thorough methodology for calculating underproduction (Appendix 8A, p. 4), but the UGR and accompanying appendices do not provide an explanation for this discrepancy. Further, it would be helpful to have a record of specific inputs and calculations that result in the figures listed in Table 10 on p. 33 in the UGR.
- There is detailed information about the total new housing units needed in the Metro UGB by housing type (Table 14, p. 37) but there is no equity analysis in the UGR or Appendices 8 or 8A that provide a clear understanding of who the proposed housing units in Sherwood West are going to serve or how these new housing units will be used to accommodate those working in the hospitality sector of the proposed expansion area.
- Slope requirements may not equate to affordable housing. Site design and assembly adds considerable cost and discourages a site's likelihood for affordability when entering the market after construction. Further scrutiny and discussion on housing mix, particularly aspects of its affordability, should be determined and clarified in the final UGR.

Employment Land:

- Provide a clearer understanding of how slope requirements affect buildable land inventory. If slope requirements are at 7%, that would decrease buildable industrial land from 6,000 acres to 4,700 acres inside the UGB, on aggregate. If we are planning for high growth, this would change a 750-acre aggregate surplus into a 550-acre aggregate deficit (Table 19; p. 54 of draft UGR).
- Discussion on transportation and transit investment is almost completely missing in the report and accompanying Appendices; this must be developed and included in the UGR. Currently, there are no transit options in the proposed expansion area, and the closest bus in service is 2 miles away from Sherwood West. Addressing infrastructure needs and investment is critical for growth in the region.
- There may be a mismatch in what is presented in the Buildable Land Inventory (Figure 23; p. 55; Appendix 6) and what is desired when considering market factors. The current analysis presents Tier 3 land that is a minimum of 30 months from being development ready. Also noted in the UGR is that the average industrial parcel size is 3.8 acres, with a median industrial parcel size of 1.7 acres. Market factors indicate firms seek parcels that are a minimum of 5 acres and Tier 2 readiness (developable in 7 to 30 months or less). It would be useful for the analysis to break down data even further, describing the amount of land that is at least 5 acres and at least Tier 2 in readiness.

Capacity Analysis:

- Capacity allocated to unincorporated Clackamas County includes several areas that will not urbanize and develop at expected densities unless annexed into a city. Based on conversation with Metro staff, we understand that urban levels of capacity that are within the City of Happy Valley's North Carver/Pleasant Valley Plan area and planned areas outside of Oregon City are

included in the unincorporated county totals if the lands have not yet annexed to the respective cities. While staff also understands that this capacity is included as part of regional capacity for the purposes of assessing the regional urban growth boundary, we have several concerns about including this capacity in the unincorporated totals versus the cities where this urban development would happen.

a. County staff raised this issue several times throughout the development of the draft UGR and was assured that it would be addressed or at least acknowledged. Based on out reading of the draft UGR and associated appendices, it is neither addressed nor acknowledged.

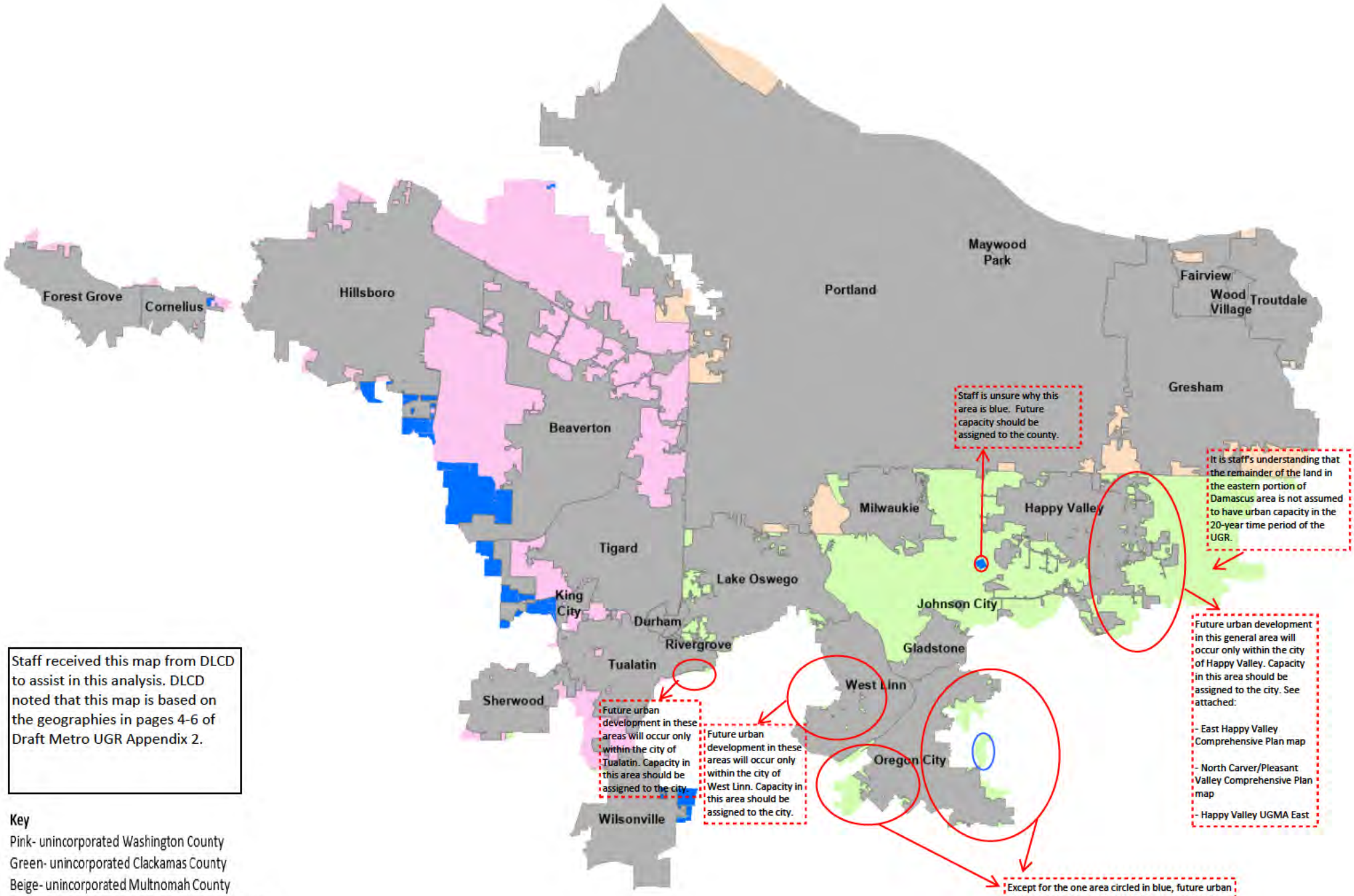
b. The urban unincorporated land (UUL) within the Metro UGB will be allocated housing targets under the new Oregon Housing Needs Analysis (OHNA) rules. Specifically, it appears from initial drafts of the OHNA methodology for allocating housing production targets, that the state will by relying on Metro's capacity analyses and ultimately Metro's distributed forecast for these housing production allocations. It is county staff's understanding that Metro's distributed forecast is at least partially based on these capacity numbers. Therefore, it is imperative that the capacity is "assigned" to the correct jurisdiction.

c. To that end, county staff has attached several maps to this letter to help Metro identify where future capacity numbers should be assigned and is happy to work with Metro staff to resolve this issue.

- The capacity analysis also overestimates capacity allocated to residential development and underestimates capacity for commercial development in some areas identified as having "mixed use", which county staff understands to mean zoning that would allow for both residential and commercial development. Specifically, in areas along McLoughlin Blvd in Clackamas County – in which the general commercial zoning also allows fairly high-density housing - it is assumed development of buildable lands will be 95% residential and 5% commercial. Little to no residential development has occurred in this location in the last several decades despite housing being allowed by zoning.

We acknowledge that completing these analyses for the region are challenging, especially in this time of constant change in housing and employment markets and new rules coming down from the state. We appreciate Metro's efforts to create an analysis that is more nuanced and market-based, rather than the simpler demand versus supply numbers that have been used in past reports, and we recognize that this approach leads to more uncertainty.

With that in mind, we would like to reiterate our Board's request to consider selecting the high growth rates for both population and employment, which will provide jurisdictions the latitude to attract more investment opportunities, meet coming housing production targets, and better be able to balance housing, employment and transportation needs.



Staff received this map from DLCD to assist in this analysis. DLCD noted that this map is based on the geographies in pages 4-6 of Draft Metro UGR Appendix 2.

Key

Pink- unincorporated Washington County
Green- unincorporated Clackamas County
Beige- unincorporated Multnomah County
Blue- UGR Appendix 2 p.6 jurisdictional assignment

East Happy Valley Comprehensive Plan

HAPPY VALLEY, OR
EST. 1965

Existing Roads

- Arterial
- Collector

Planned Roads

- Arterial
- Collector

Zoning

- Community Commercial Center (CCC)
- RRFF5
- Employment Center (EC)
- Industrial Campus (IC)
- Institutional and Public Use (IPU)
- Mixed Commercial Center (MCC)
- Mixed Use Employment (MUE)
- Mixed Use Residential - Attached (MUR-A)
- MUR-M1 (Mixed Use Residential MultiFamily)
- MUR-M2 (Mixed Use Residential Multifamily)
- MUR-S (Mixed Use Residential Single Family)
- R-5 (Residential 1 Unit/5,000 SF. Ft.)
- R-7 (Residential 1 Unit/7,000 Sq.Ft.)
- R-10 (Residential 1 Unit/10,000 Sq.Ft.)
- R-15 (Residential 1 Unit/15,000 Sq.Ft)
- R-20 (Residential 1 Unit/20,000 Sq.Ft.)
- R-20 (Residential 1 Unit/20,000 Sq.Ft.)
- Single-Family Attached Residential (SFA)
- Comprehensive Plan Boundary

0 0.07 0.15 0.3 Miles

Date Saved: 9/28/2022

Source: Data from Clackamas County GIS & Metro Data (2021)

The information on this map was derived from digital databases from the City of Happy Valley. Care was taken in the creation of this map but it is provided "as is". The City of Happy Valley cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Although information from Land Surveys may have been used in the creation of this product, in no way does this product represent or constitute a Land Survey. Users are cautioned to field verify information on this product before making any decisions.

This document has been reproduced from the East Happy Valley Comprehensive Plan Map updated February 7, 2009.

City of Happy Valley G:\Maps\Maps For Planning\2022 Planning maps\Long Range maps\EHVCP September 2022\EHVCP September 2022.aprx

LOCATION

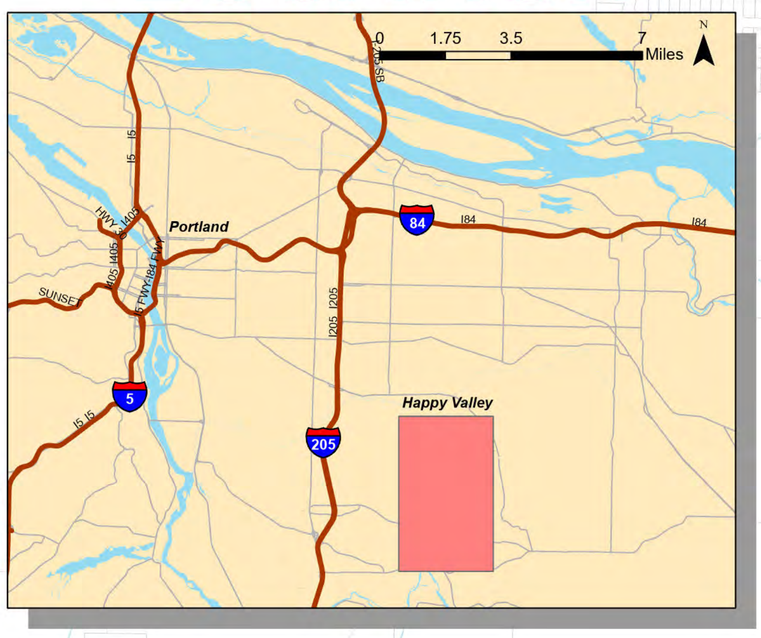
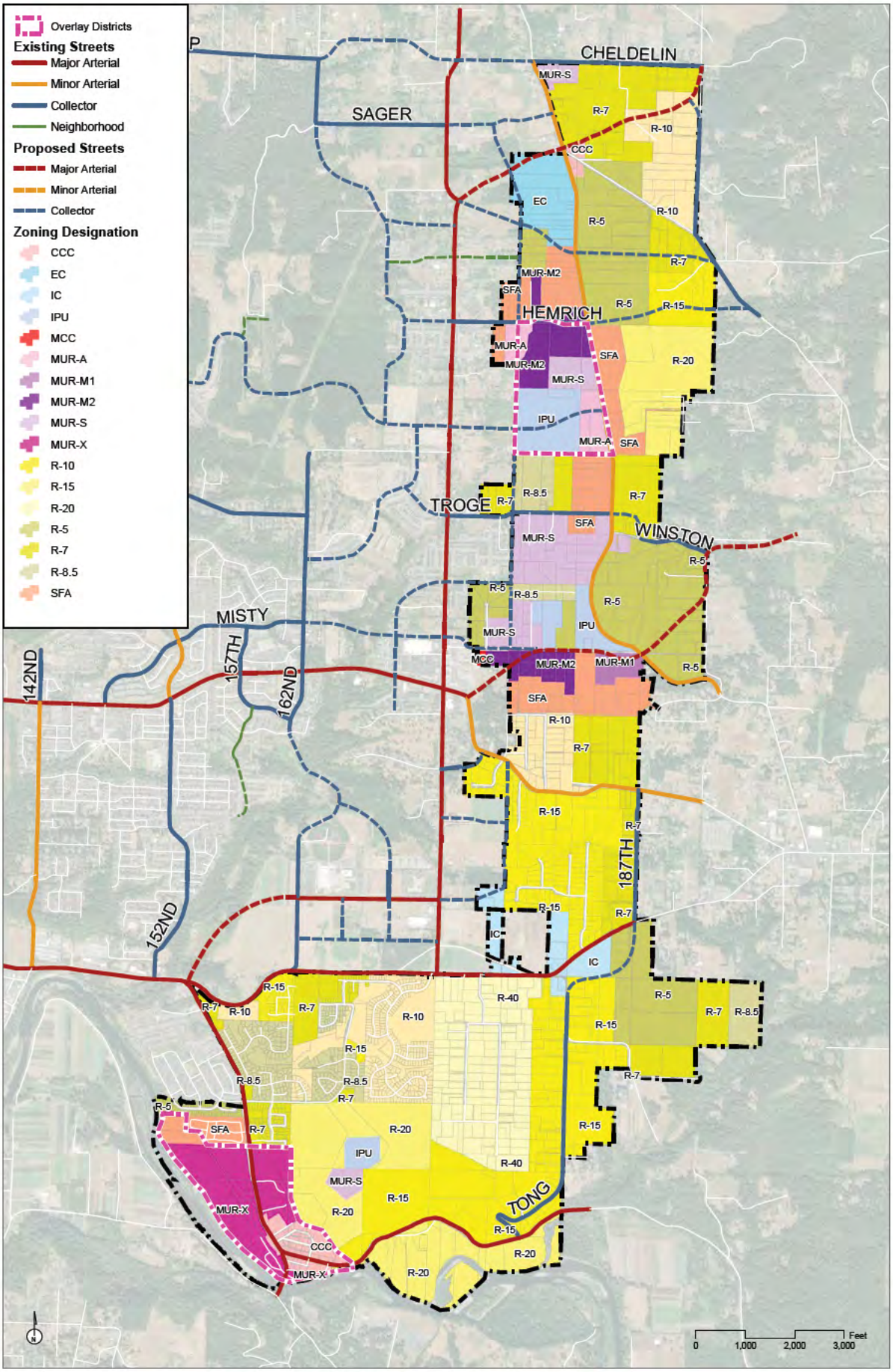


Figure 23. Zoning Map



003335

DocuSign Envelope ID. 0D422339-34FF-4403-B293-E391A7AFA253

CITY OF HAPPY VALLEY/CLACKAMAS COUNTY

URBAN GROWTH MANAGEMENT AGREEMENT

This Urban Growth Management Agreement ("UGMA" or "Agreement"), by and between the City of Happy Valley, an Oregon municipal corporation ("City") and Clackamas County, a political subdivision of the State of Oregon ("County") (collectively, the "Parties," and each individually a "Party").

RECITALS

WHEREAS, authority is conferred upon local government under ORS 190.010 to enter into an agreement for the performance of functions and activities that the local government, its officers or agencies has authority to perform; and

WHEREAS, the City and the County have a common interest in coordinated comprehensive plans, compatible land uses and coordinated planning of urban facilities within the Happy Valley Urban Planning Area East ("HVUPAE"), as described in Exhibit A to this Agreement; and

WHEREAS, the exchange of information should concentrate on issues that may have a significant impact on either Party and should not entail cumbersome procedural requirements that may increase the time necessary to expedite decision making; and

WHEREAS, OAR 660-003-0010 requires management plans for unincorporated areas within an urban growth boundary to be set forth in a statement submitted to the Land Conservation and Development Commission ("LCDC") at the time of acknowledgement request; and

WHEREAS, OAR 660-011-0015 requires an urban growth management agreement to specify the entity responsible for the preparation, adoption and amendment of the public facility plan(s); and

WHEREAS, the City and County previously entered into an urban growth management agreement on January 30, 1992, and amended on June 19, 2001, and subsequently amended on November 18, 2013 for areas to the west and southwest of the existing City of Happy Valley (extending to the Veterans Memorial Highway), which is hereby referred to as the "UGMA WEST" and is a separate urban growth management agreement from this Agreement, which is hereby referred to as the "UGMA EAST".

Clackamas County Official Records
Sherry Hall, County Clerk
Commissioners' Journals
Agreements & Contracts

2021-0580

12/02/2021 2:06:29 PM

NOW THEREFORE, the Parties agree as follows:

AGREEMENT

1. Definitions.

As used in this Agreement, the following words shall mean or include:

1.1 Comprehensive Plan. Any plan document as described in ORS 197.015(5) that is adopted by a Party and that applies within the HVUPAE.

1.1.1 City Comprehensive Plan. The City of Happy Valley Comprehensive Plan.

1.1.2 County Comprehensive Plan. The Clackamas County Comprehensive Plan.

1.2 Land Use Policies. The whole or any part of any comprehensive plan, subarea comprehensive plan, Title 16 of the City's Municipal Code ("Development Code"), the Clackamas County Zoning and Development Ordinance ("ZDO"), refinement plan, public facility plan developed under OAR Chapter 660, Division I, land use regulation as defined by ORS 197.015(11), or any other generally applicable policy regulating the use or development of land. As applied to Metro, "Land Use Policies" include Planning Goals and Objectives, Regional Urban Growth Goals and Objectives, Functional Plans, and Regional Framework Plans.

1.3 Happy Valley Urban Planning Area East ("HVUPAE"). The HVUPAE includes unincorporated land within the Portland Metropolitan Urban Growth Boundary ("UGB") located generally east of 172nd Avenue and west of 222nd Avenue, as illustrated on the map attached as Exhibit A to this Agreement.

2. Terms of this Agreement.

2.1 This UGMA EAST becomes effective as specified under Section 8.3, below, and shall continue thereafter for an initial term of 10 years, unless terminated as provided in this Section or modified consistent with Section 8.4. This Agreement automatically renews for one additional 10-year term unless, not later than 90 days prior to the expiration of the initial term of this UGMA, one of the Parties provides the other Party with written notice that it does not wish to renew the UGMA EAST, in which case this UGMA will automatically terminate upon completion of the initial 10-year term. Either Party may terminate this agreement at any time after providing at least 90 days written notice to the other Party.

3. General Provisions.

3.1 General Planning and Permitting Responsibilities

3.1.1 Comprehensive Plan/Zoning Designations and Amendments. The County Comprehensive Plan and zoning shall apply to all unincorporated land within the HVUPAE until such time as those lands are annexed into the City. Unless

otherwise provided by law, the development of a comprehensive plan map amendment or zone change for the unincorporated areas within the HVUPAE shall be a coordinated joint effort of the Parties. The County shall be responsible for preparing and making a decision on all legislative and quasi-judicial comprehensive plan amendments/zone changes for areas within the HVUPAE not annexed to the City in coordination with the City and consistent with state law and the Metro Functional Plan. The City shall have the unrestricted right to review, comment on and appeal all legislative and quasi-judicial comprehensive plan amendments/zone changes processed by the County within the HVUPAE.

3.1.2

Land Use Permitting Authority. The County Comprehensive Plan and land use regulations shall apply to an application for a permit or other land use review within the HVUPAE not annexed to the City. County shall retain responsibility and authority for all implementing regulations and land use actions for all unincorporated lands within the HVUPAE, until lands are annexed to the City.

For properties that annex into the City of Happy Valley in the HVUPAE, the City shall apply the underlying County Plan and zone provisions in accordance with the procedural framework of the City's Municipal Code until the City has adopted urban City Comprehensive Plan designations and zoning districts for the HVUPAE.

3.1.3

Urban Plan Development. The Parties agree that the City shall be responsible for developing and adopting an urban Comprehensive Plan and zoning districts for areas that do not currently have urban designations within the HVUPAE, per Section 4 of this Agreement.

3.1.4 Land Divisions. Land divisions that would create parcels smaller than 20 acres in size shall not occur within lands with a Rural Comprehensive Plan designation within the HVUPAE.

3.2 Annexation.

3.2.1 Conditions Requiring Annexation. The owner(s) of property adjacent to the City (including by extension of a public right-of-way or body of water, per the City's annexation policies), who are seeking access to City-provided services (for example, Planning, Engineering, or Building Division permits) may be required to submit an annexation petition to the City.

3.2.2 Annexation Consent. At the discretion of the Board of County Commissioners ("Board"), the County may provide consent for annexations, when such consent is required per ORS 222.170 or ORS 222.125 for properties utilizing county right-of-way for an annexation, if city agrees to accept the transfer of the section of the roadway being used to access the annexed property.

3.2.3 Annexation Plan. Any City-initiated Annexation Plan shall be developed consistent with applicable state and regional laws. Opportunity shall be provided

to citizens, the County, active Citizen Planning Organizations ("CPOs") and affected service providers to review and comment on the Annexation Plan prior to any annexation election. Annexation Plan(s) will include development of public facilities plan(s) for the Annexation Plan area(s).

3.3 Public Facilities.

3.3.1 Public Facilities Plans. Except as identified in Section 4, the City shall coordinate the preparation or amendment of public facilities plans within the HVUPAE as may be required by OAR Chapter 660, Division 11 (Public Facilities Planning) and applicable sections of ORS Chapter 195 with the appropriate service providers. Upon annexation, an area within the HVUPAE shall be provided with public facilities services through a combination of City-provided services and by way of Intergovernmental Agreements ("IGAs") with applicable service providers, which may include the following: sanitary storm services – Water Environment Services "WES"); water service providers – Sunrise Water Authority, Clackamas River Water; county road services – Clackamas County Department of Transportation and Development; fire prevention services – Clackamas Fire District No. 1; services related to the provision and maintenance of open space – Metro; mass transit services – Tri-Met; and, school facility planning – North Clackamas School District No. 12, Gresham-Barlow School District, and Centennial School District.

3.3.2 New Service Districts. County shall not form any new county service districts to serve any areas within the HVUPAE, nor shall it support the annexation of any land within the HVUPAE to any such districts or to any other service districts without the prior written consent of the City.

4. Planning for Urbanization of Rural Lands in the HVUPAE.

4.1 Planning authority. The City shall be responsible for planning for any future urbanization of rural lands within the HVUPAE. The urbanization of rural lands within the HVUPAE will only occur upon annexation to the City. The City shall coordinate with the County Planning Division and other relevant County Department of Transportation and Development ("DTD") staff regarding future urban planning and development activities and the transportation network in the HVUPAE. County staff shall be invited to participate in the proceedings of all relevant Technical Advisory Committees in the review of urban plans within the HVUPAE. The City shall notify and coordinate with the County on amendments to the City's Transportation System Plan ("City TSP").

4.2 Land use and transportation planning in the HVUPAE. Building off existing studies and previously completed planning work, the City of Happy Valley and the County will develop the following planning documents for the HVUPAE:

4.2.1 Integrated Land Use and Transportation Plans (Urban Plans):
The City may create detailed, integrated land use and transportation plans for "phases," or portions of the HVUPAE that the City determines are of sufficient size to phase development and urban service provision in a cost-effective and efficient manner. These plans shall include all elements required for a full urban

comprehensive plan for the selected area.

4.2.1.1 Coordination: All integrated land use and transportation plans shall be coordinated with the County to ensure consistency with County transportation plans and other planning in adjacent unincorporated rural areas. The City shall lead this planning undertaking with County coordination and participation in all relevant committees.

4.2.1.2 Notification: The City shall notify the County Planning Director prior to the initiation of each phase of urban land use and transportation planning. Notification shall, at a minimum, include a map of the area to be planned and an estimated timeframe for adoption of an urban plan.

4.2.1.3 Providing Employment Land: The City and County recognize the importance or providing employment land to support stronger economic growth in the County and will work together to identify opportunities to provide such lands in the HVUPAE, to potentially include employment areas different than those identified as Metro Title 4 lands.

4.2.1.4 Providing Affordable Housing Opportunities: The City and County recognize the importance or providing land for the development of affordable housing in the County and will work together to identify opportunities to provide such lands in the HVUPAE.

4.2.2 Clackamas County Transportation System Plan ("County TSP"): An update of the County TSP will be developed for the Metro UGB area illustrated within Exhibit A beyond (east of) any areas inside the HVUPAE that are not part of an integrated land use and transportation plan that is adopted or actively being completed by the City. The County TSP update will plan for transportation improvements necessary to serve travel patterns that are expected in the future in and adjacent to the HVUPAE including, without limitation, those areas within the Metro UGB but outside the HVUPAE.

4.3 State Highway System Improvements. The City and County recognize the importance of working with the Oregon Department of Transportation ("ODOT") to ensure that state transportation facilities be built/improved to accommodate expected population and employment growth in the HVUPAE and will utilize any subsequent land use and transportation plans to advocate for the timely development of the Sunrise Highway.

5. Other City Responsibilities.

5.1 Functions. All functions relating to the subject matter of this Agreement not specifically listed in this Section or any Exhibit as being the responsibility of the City will remain the responsibility of County. City shall be responsible for the timely and effective distribution to County of studies, information, requests, data and personal communications in City's possession on any matter concerning coordination between the City and County and/or regarding any infrastructure or policy issues coordinated by County.

5.2 Road Jurisdiction, Transfer and Condition. The City shall assume jurisdiction of the full width of any applicable segment of County road classified by the County as minor arterial, collector, connector, or local street that is within or immediately abutting an area annexed to the City within one year of the date of that annexation, assuming all provisions detailed below have been met. The transfer and assumption of jurisdiction shall be consistent with the provisions of ORS 373.270.

Concurrent with the date that a road is transferred, the County will upgrade the roadway or provide funds equivalent to the cost of a two-inch overlay over the existing pavement area, unless the road has a Pavement Condition Index (PCI) rating of 70 or higher, or the Parties mutually agree that overlay funds are not necessary for transfer. Alternatively, if a roadway or roadway section has a PCI of 50 or less, the City will only accept said roadway once a PCI of 70 or higher is achieved by the County or the Parties mutually agree upon a funding level equivalent to upgrading of the roadway to a PCI of 70 or higher.

5.2.1 For any County minor arterial, collector, connector or local street within the City boundary that is being transferred, but subsequent to annexation, the County shall allow improvements to be constructed to City standards and defer permitting authority to the City. The City shall issue all appropriate permits directly to the developer.

5.2.2 For any improvements to a County major arterial road within the City boundary, the County shall determine if City standards along the major arterial are acceptable to the County and do the following:

A. If the City standards are acceptable to the County, the County shall allow all improvements to be constructed to City standards. The County shall issue all appropriate permits with City concurrence.
B. If the proposed cross section standards are not acceptable to the County, the County shall require those improvements to be constructed to County standards. The County shall issue all appropriate permits.

5.3. City Notice to and Coordination with the County and CPOs.

5.3.1. The City shall provide notice to the County and the appropriate active CPOs at least 20 days prior to the first public hearing on all proposed annexations or extraterritorial service extensions into unincorporated areas.

5.3.2. The City shall provide notice to the County at least 20 days prior to the first scheduled public hearing on all proposed legislative changes to the City Comprehensive Plan or any quasi-judicial hearings regarding properties adjacent to unincorporated areas within the HVUPAE.

5.3.3. The City shall notify and coordinate with the County on amendments to the City TSP.

5.3.4. City shall provide notice and a service-provider comment letter to the applicable County Department in conjunction with the City's review of any land use application or building permit in which the proposed development activity might affect County facilities.

6. Other County Responsibilities.

6.1. County Notice to and Coordination with the City for Lands in HVUPAE.

6.1.1. The County shall provide notice to the City at least 20 days prior to the first scheduled public hearing on all proposed legislative changes to the County Comprehensive Plan text, implementing ordinances or other land use policies affecting land within the HVUPAE, and shall provide notice to the City at least 20 days prior to the first scheduled quasi-judicial public hearing regarding any properties adjacent to the City's incorporated area.

6.1.2. The County shall provide notice to the City at least 20 days prior to a staff decision on any Type II application for administrative action as provided in the ZDO for property within the HVUPAE.

6.1.3. The County shall notify and invite City staff to participate in or comment on all pre-application meetings for design review, conditional use permits, partitions, subdivisions or other significant development proposals within unincorporated areas of the HVUPAE at least 15 days prior to any such meeting.

6.1.4. Any amendments proposed by the County to the UGB within one mile of the HVUPAE will be reviewed jointly by the City and the County prior to submission to Metro.

6.1.5. In any County land use proceeding affecting property within the HVUPAE, the County shall enter all written comments received from the City into the public record and shall consider such written comments in the exercise of its planning and plan implementation responsibilities.

7. Mutual Indemnification

7.1 Subject to Article XI of the Oregon Constitution and ORS 30.260 to 30.300, the City will hold harmless, defend and indemnify the County, its elected officials, officers, and employees, for and against any claims or damages to property or injury to persons, resulting in whole or part from City's acts or omissions in performing any obligations under this Agreement.

7.2 Subject to Article XI of the Oregon Constitution and ORS 30.260 to 30.300, the County will hold harmless, defend and indemnify the City, its elected officials officers and employees for and against any claims or damages to property or injury to persons, resulting in whole or part from the County's acts or omissions in performing any obligation under this Agreement.

8. General Provisions.

8.1 Applicable Law. This Agreement shall be governed by Oregon law, without giving effect to the conflict of law provisions thereof, and the Parties agree to submit to the jurisdiction of the courts of the State of Oregon.

8.2 Insurance Coverage.

8.2.1. Commercial General Liability Insurance. Each of the Parties shall obtain and maintain at all times during the course of this Agreement commercial general liability insurance coverage pursuant to Oregon Tort Claims Act and subject to the limits of the Act covering Bodily Injury and Property Damage on an "occurrence" form in the amount of not less than $1 Million per occurrence/$2 Million general aggregate for the protection of the other Party, its officers, elected officials and employees. This coverage shall include Contractual Liability insurance for the indemnity provided under this Agreement.

8.2.2. Notice of Cancellation. There shall be no cancellation, material change, exhaustion of aggregate limits or intent not to renew any Party's insurance coverage contemplated by this Agreement without 60 days written notice to the other Party. Any failure to comply with the provision will not affect the insurance coverage provided to the Party. The 60-day notice of cancellation provision shall be physically endorsed on to the policy.

8.2.3. The County may self-insure to meet the minimum insurance requirements of this Section 8.2, to the extent that it maintains a self-insurance program that complies with the insurance requirements applicable under this Section 8.2.

8.3 Effective Date and Term. This Agreement shall become effective on the last date signed below and shall continue in effect according to its Terms.

8.4 Amendment. This Agreement may be amended at any time consistent with Section 8.9 below.

8.5 Assignment. Except as otherwise provided herein, the Parties may not assign any of their rights or responsibilities under this Agreement without prior written consent from the other Party, except that a Party may delegate or subcontract for performance of any of their responsibilities under this Agreement.

8.6 Dispute Resolution.

8.6.1. Subject to mutually agreed upon extensions of time in writing, failure or unreasonable delay by any party to substantially perform any material provision of this agreement shall constitute default. In the event of an alleged default or breach of any term or condition of this agreement, the Party alleging such default or breach shall give the other Party not less than 30 days written notice specifying the nature of the alleged default and the manner in which the default may be cured satisfactorily. During this 30-day period, the Party shall not be considered in default for purposes of termination or instituting legal proceedings.

8.6.2. The Parties shall first attempt to resolve the dispute by negotiation, followed by mediation, if negotiation fails to resolve the dispute.

8.6.3. Step One: (Negotiation). Each Party will select one or more person(s) to negotiate on behalf of the entity they represent. Those person(s) shall then meet and attempt to resolve the issue. If the dispute is resolved, there shall be a written determination of such resolution, signed by a representative of each Party and ratified by the governing bodies that shall then be binding.

8.6.4. Step Two: (Mediation). If the dispute cannot be resolved within thirty (30) days at Step One, the Parties may submit the matter to mediation. The Parties shall attempt to agree on a mediator. If they cannot agree, the Parties shall request a list of five (5) mediators from an entity or firm providing mediation services. The Parties will attempt to mutually agree on a mediator from the list provided, but if they cannot agree, each Party shall select one (1) name. The two selected shall select a third person who shall serve as the mediator. The common costs of mediation borne equally by the Parties with each bearing its own costs and fees. If the issue is resolved at this step, a written determination shall be signed by each Party and approved by the governing bodies.

8.6.5. Step Three (Legal Action). If the dispute remains unresolved following mediation, the Parties may seek remedy by appropriate proceedings filed in Clackamas County Circuit Court. In any such judicial proceeding, each Party shall be responsible for its own costs and fees.

8.7 Execution in Counterparts. This Agreement may be executed in any number of counterparts, each of which may be executed by any one or more of the parties hereto, and all of such counterparts shall constitute one Agreement. Counterparts of executed signature pages may be attached to any one or more counterparts of this Agreement. To facilitate execution of this Agreement, the Parties may execute by facsimile or e-mail transmission counterparts of the signature pages.

8.8 Severability. In the event a court of competent jurisdiction deems any portion or part of this Agreement to be unlawful or invalid, only that portion of part of the Agreement shall be considered unenforceable. The remainder of this Agreement shall continue to be valid.

8.9 Entire Agreement. This Agreement constitutes the entire agreement between the Parties and supersedes any prior oral or written agreements or representations relating to the HVUPAE. No waiver, consent, modification or change of terms of this Agreement shall bind the Parties unless in writing and signed by each party.

8.10 Non-Exclusive Rights and Remedies. Except as otherwise expressly provided herein, the rights and remedies expressly afforded under the provisions of this Agreement shall not be deemed exclusive and shall be in addition to and cumulative with all rights and remedies otherwise available at law or in equity. The exercise by either Party of any one or more of such remedies shall not preclude the exercise by it, at the same or different times, of any other remedies for the same default or breach, or for any other default or breach, by the other Party.

8.11 Debt Limitation. This Agreement is expressly subject to the debt limitation of Oregon counties set forth in Article XI, Section 10, of the Oregon Constitution, and is contingent upon funds being appropriated therefore. Any provisions herein which would conflict with law are deemed inoperative to that extent.

8.12 Waiver. The failure of either Party to enforce any provision of this Agreement shall not constitute a waiver by such Party of that or any other provision.

8.13 Interpretation. The titles of the sections of this Agreement are inserted for convenience of reference only and shall be disregarded in construing or interpreting any of its provisions.

8.14 No Third-Party Beneficiary. Neither Party intends that this Agreement benefit, or create any right or cause of action in, or on behalf of, any person or entity other than the County or the City.

8.15 Notices. All notices or other communications required or permitted under this Agreement shall be in writing, and shall be mailed or sent by scanned document (e-mailed) or faxed with hard copy to follow by post, addressed as follows:

To City: City of Happy Valley
Economic & Community Development Department
16000 SE Misty Drive
Happy Valley, OR 97086

DocuSign Envelope ID 0D422339-34FF-4403-B293-E391A7AFA253

To County: Clackamas County Planning & Zoning Division
150 Beavercreek Rd.
Oregon City, OR 97045

IN WITNESS WHEREOF, the respective Parties have caused to be signed on their behalf and enter into this Agreement on the last date indicated below.

CITY OF HAPPY VALLEY

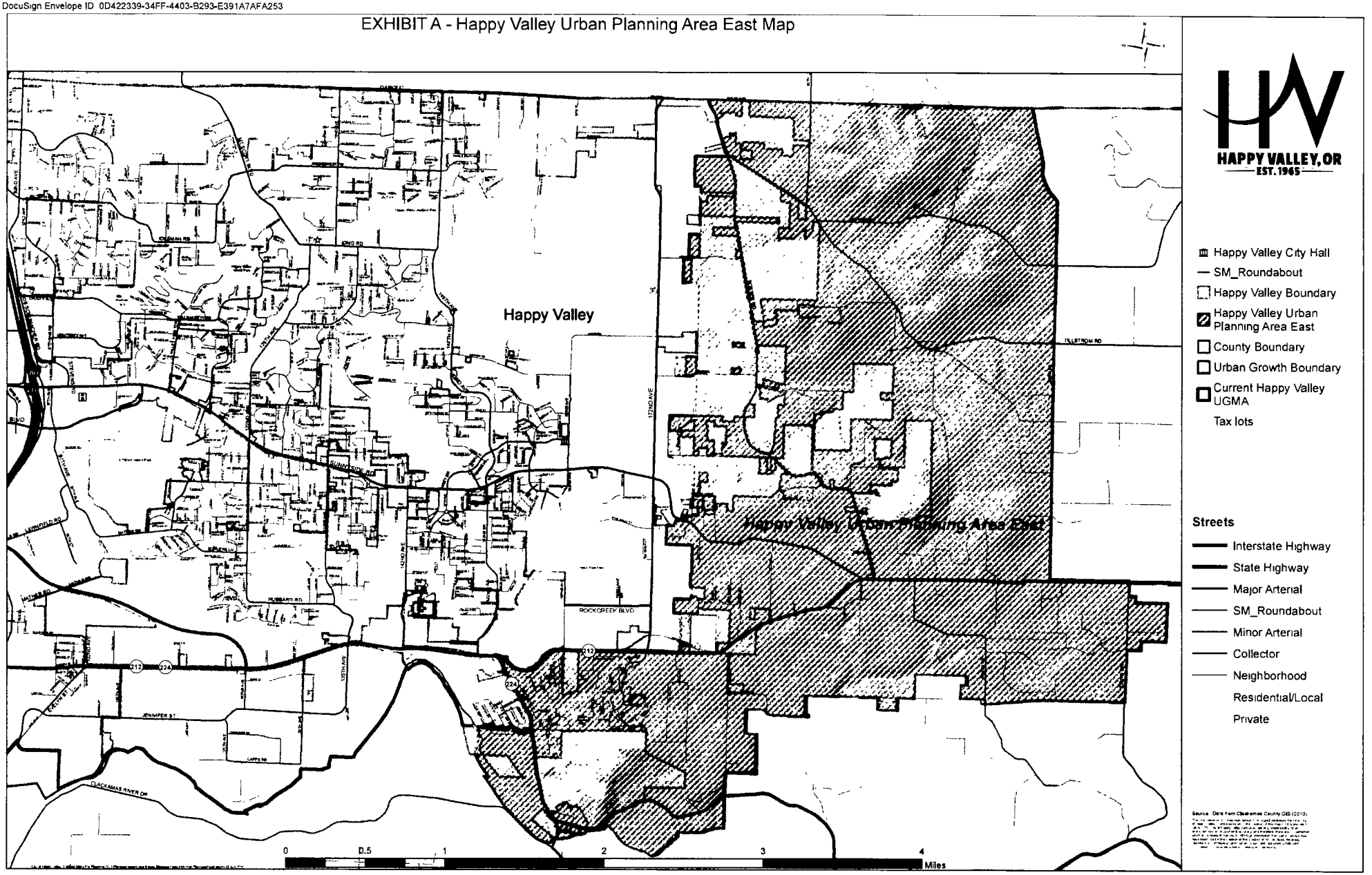
By DocuSigned by: Tom Ellis 10F80C7CEFCD433 Date 10/26/2021
Mayor

CLACKAMAS COUNTY

By _____ Date 11/24/2021
Chair, Board of County Commissioners

DocuSign Envelope ID 0D422339-34FF-4403-B293-E391A7AFA253

EXHIBIT A - Happy Valley Urban Planning Area East Map



FINAL

City of Oregon City

GEOGRAPHIC INFORMATION SYSTEM

Beavercreek Concept Plan - Proposed Comprehensive Plan

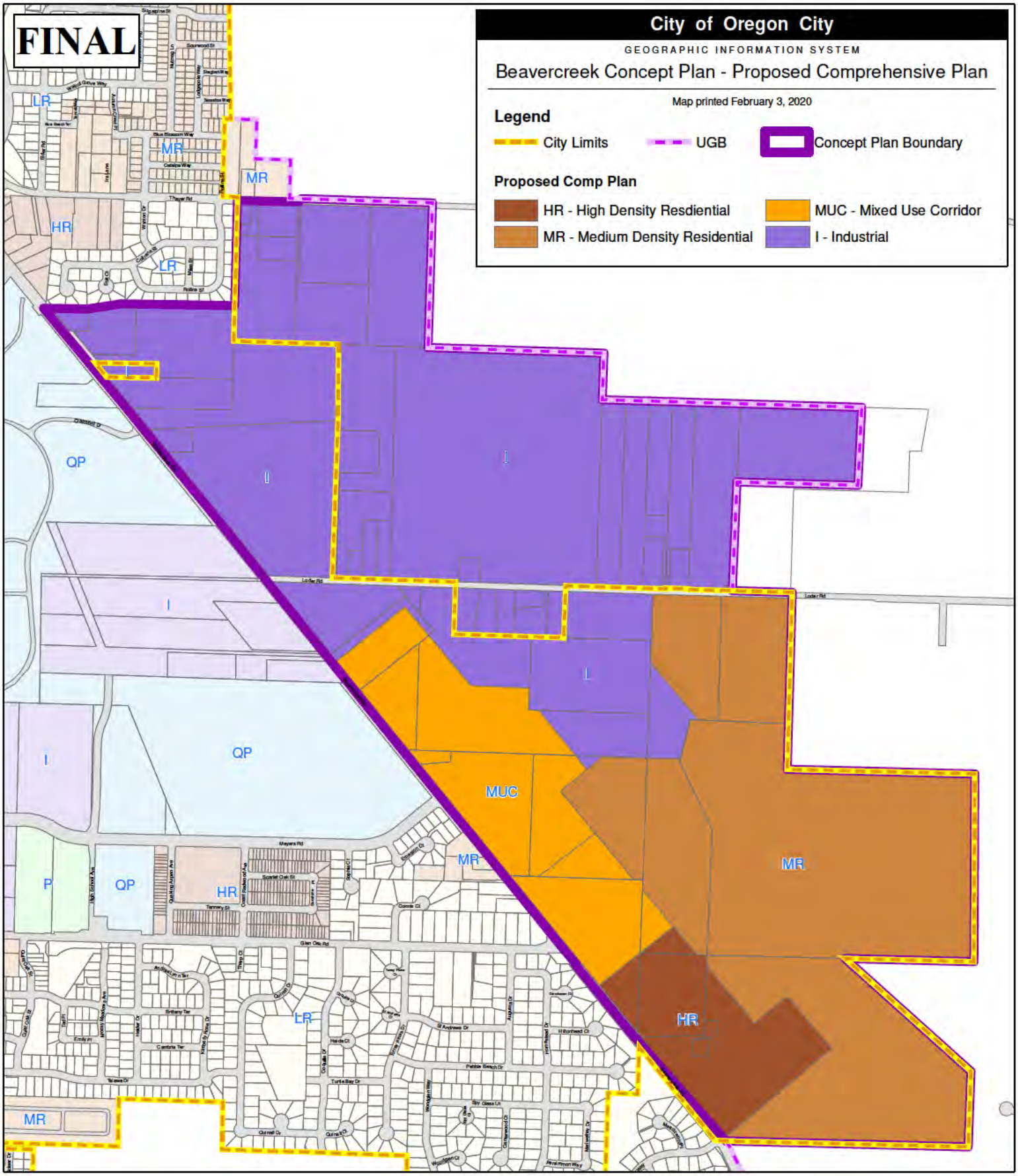
Map printed February 3, 2020

Legend

City Limits | UGB | Concept Plan Boundary

Proposed Comp Plan

- HR - High Density Resdiential
- MR - Medium Density Residential
- MUC - Mixed Use Corridor
- I - Industrial



LEG 19-0003

Beavercreek Road Concept Plan - Zoning and Code Amendments

0 450 900 Feet

1 inch = 900 feet

The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. This map is not suitable for legal, engineering, or surveying purposes. Notification of any errors is appreciated.

N W E S

City of Oregon City
P.O. Box 3040
625 Center St
Oregon City, OR 97045
503-657-0891 phone
503-657-6629 fax
www.orcity.org

OREGON CITY

Plot date: February 3, 2020
Plot name: Beavercreek Concept Plan - Proposed Comp Plan - 8x10P - 20200203.pdf
Map name: Beavercreek Concept Plan - Proposed Comp Plan - 8x10P.mxd

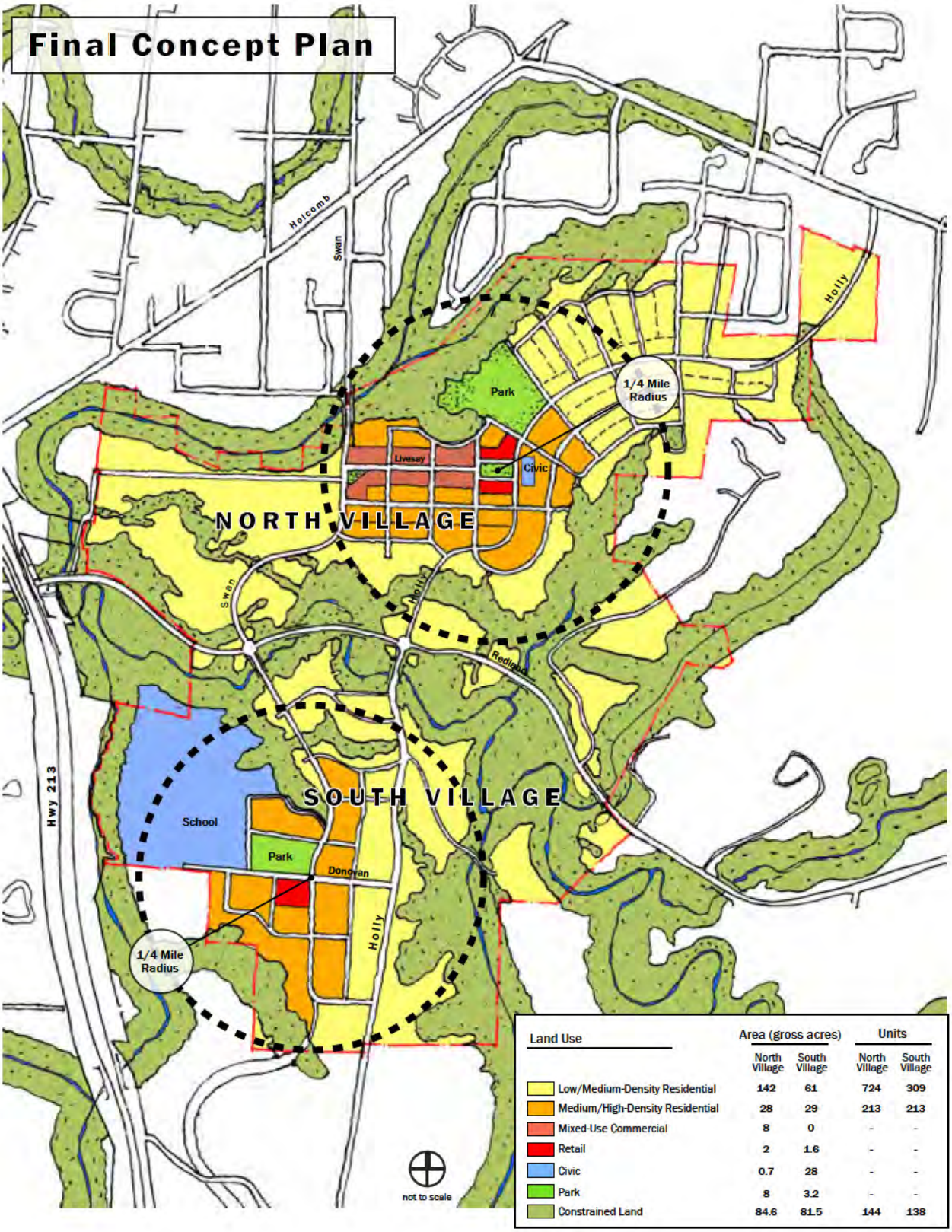


Figure 1-1. Park Place Concept Plan Urban Growth Diagram

This map is for concept planning purposes only. The specific locations of natural resource boundaries, open space, parks, land uses, roads, trails, infrastructure and related improvements may change and is subject to on-site verification and design at the time of development.

City of Oregon City

GEOGRAPHIC INFORMATION SYSTEM

Proposed Comprehensive Plan Designations

- LR - Low Density Residential
- MR - Medium Density Residential
- HR - High Density Residential
- Mixed Use-Corridor
- QP - Public/Quasi Public
- City Limits
- UGB
- Study Area

South End Concept Plan

OREGON CITY

The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. This map is not suitable for legal, engineering, or surveying purposes. Notification of any errors is appreciated.

N W E S

0 0.25 0.5 Miles

0 1,000 2,000 3,000 Feet

City of Oregon City
P.O. Box 3040
625 Center St
Oregon City, OR 97045
503-657-0891 phone
503-657-6629 fax
www.orcity.org

OREGON CITY

Please recycle with colored office grade paper.

003350

Plot date: March 21, 2014
Plot name: SECP - Proposed Comp Plan - 11x17P - 20140321.pdf
Map name: SECP - Proposed Comp Plan - 11x17P.mxd

Miriam Hanes

From: Fritzie, Martha <[redacted]>
Sent: Thursday, August 22, 2024 3:16 PM
To: Metro 2040
Subject: [External sender]Clackamas County Staff Comments - Draft UGR 2024
Attachments: Metro Draft UGR Technical Staff Letter_ClackCo_082224.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Thank you for considering the attached comments from Clackamas County staff regarding the draft UGR Report.

Please feel free to reach out to me with any questions,
Martha

Martha Fritzie, Principal Planner
Clackamas County DTD|Planning & Zoning
150 Beavercreek Road|Oregon City, OR 97045
[redacted]

Working hours 7:30am to 6:00pm|Monday – Thursday

Please visit our **webpage** for updates on Planning services available online, service hours and other related issues.



Follow Clackamas County: Facebook | Twitter | YouTube | Nextdoor

PMAR
PORTLAND METROPOLITAN ASSOCIATION OF REALTORS®

August 22, 2024

Urban Growth Management Team
Metro
600 NE Grand Avenue
Portland, OR 97232

Dear Metro Urban Growth Management Team,

I am writing on behalf of the Portland Metropolitan Association of Realtors® (PMAR) regarding Metro's Draft Urban Growth Report. We appreciate the extensive work Metro's staff put into the Urban Growth Report. We would also like to thank Metro for inviting PMAR to the Urban Growth Report Stakeholder table; it was a welcome opportunity to better understand the report's underlying work, data, and assumptions, and to discuss some of our region's challenges and opportunities with other stakeholders.

PMAR recognizes the Portland region is lacking tens of thousands of homes necessary to meet our growing population and that people in our community suffer due to this lack of housing. Our region's current level of housing construction is 10.1% below the long-term average, and no where near on pace to catch up with past underproduction, let alone accommodate future growth. Portland in particular is struggling to keep up with needed housing production; the city is on track to produce only 500 new units this year, when the forecasted need by 2045 is more than 120,000 new homes.

As a region, we must embrace land use, development, and zoning principles that provide and encourage an abundant mix of housing types that meets community needs and provides sufficient housing for current and future residents. Restrictive land use regulations play a major role in stymying the proliferation of new housing. Accordingly, PMAR supports much needed growth in the Metro area's capacity for housing development, which removes a barrier to housing construction; getting the 2024 growth management decision right will support the continued growth and prosperity of our entire region.

In that spirit, PMAR strongly urges Metro to adopt a higher growth population forecast, and urges the Metro Council to support the City of Sherwood's request for expansion.

Population Forecast

The draft report forecasts regional population growth "only from net in-migration," due to lower

forecasted birth rates, and assumes that growth rates will be slower as a result over the next 20 years.

While this is a reasonable assumption, it fails to recognize that the policy choices we make today will impact whether or not our region is a place that attracts new residents over the next 20 years. Put another way, if we plan for low growth, we are unlikely to see anything other than low growth. But if we plan for robust growth, and make policy choices that support a vision of higher growth, our region becomes a more attractive place to future residents.

We strongly recommend adoption of the higher growth population forecasts, to set the stage for nearer term policy decisions and actions that will in turn foster stronger population growth, and help our region realize economic growth and prosperity.

City of Sherwood Expansion

PMAR supports the City of Sherwood's expansion proposal, particularly the 340 net acres of residential land proposed in the Sherwood West Concept Plan. PMAR believes that there is no one-size-fits-all to housing and that a vast array of homes of various types and at various price-points are needed to serve members of the community, accommodate new residents, and ensure that members of our community can buy a home that fits their unique needs. Accordingly, while Metro may want to make recommendations or provide incentives to encourage certain kinds of housing development, PMAR would discourage prescriptive requirements or new regulations that would limit Sherwood's housing development options.

PMAR is committed to working collaboratively with Metro and other stakeholders to ensure that our region's growth management decision is implemented in a way that benefits all residents and facilitates growth of the housing market.

Michele Gila
Director of Realtor® Advocacy

Miriam Hanes

From: Amy Ruiz <[redacted]>
Sent: Thursday, August 22, 2024 3:17 PM
To: Metro 2040
Cc: Michele Gila; Kari Chisholm
Subject: [External sender]Fwd: UGR comments
Attachments: PMAR UGR Report Comments 08222024.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Attached, please find comment on the Urban Growth Report from Portland Metropolitan Association of Realtors®. Thank you for the opportunity to weigh in.

Best,
Amy Ruiz

—
Amy Ruiz
[redacted]
Partner, Swift Public Affairs
[redacted]

Miriam Hanes

From: Patty Hales [redacted]
Sent: Thursday, August 22, 2024 6:07 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Sherwood Urban growth boundary

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Patricia Hales

Miriam Hanes

From: Jessica Pelz [redacted]
Sent: Friday, July 26, 2024 4:16 PM
To: Metro 2040
Cc: Stephen Roberts; Erin Wardell; Theresa Cherniak
Subject: [External sender]2024 UGR Testimony - Washington County Board of Commissioners
Attachments: BCC - Urban Growth Report Comment Letter 07-16-24.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Urban Growth Management Team,

Please accept the attached letter from the Washington County Board of Commissioners into the public record for the 2024 Urban Growth Report.

Thank you,
Jessica

Jessica Pelz, AICP | Policy Analyst
Washington County Department of Land Use & Transportation
Office of the Director
[redacted] | Hillsboro, OR 97124
[redacted]

INFO: Washington County email address has changed from @co.washington.or.us to @washingtoncountyor.gov. Please update my contact information.

July 16, 2024

Metro Council
600 NE Grand Ave.
Portland, OR 97232

RE: Draft 2024 Urban Growth Report

Dear Chair Peterson and Metro Councilors,

Thank you for the opportunity to comment on the draft Urban Growth Report (UGR) and Sherwood West urban growth boundary (UGB) expansion proposal. The 2024 growth management decision is the blueprint for how Metro Council will lead the region in planning for future housing development and employment opportunities. We appreciate that these decisions are challenging and acknowledge there are trade-offs that must be carefully considered in this decision process.

Our Board strongly supports the City of Sherwood's application for expansion of the urban growth boundary to include the 1,291 acres within the Sherwood West urban reserve area. The city has demonstrated their readiness to serve the area with governance and infrastructure as required by Metro's Urban Growth Management Functional Plan. The City's plan envisions that up to 5,582 housing units and 4,524 jobs could be accommodated in the expansion area. As we are all grappling with ways to produce more housing in the region and across the state, adding this land to our regional urban growth boundary makes sense. In addition, Sherwood has shown that the proposed Sherwood West employment area has the site suitability characteristics to attract more of the types of industry that Sherwood has successfully recruited to the city in recent years. Even though this is a regional urban growth boundary expansion decision using regional analysis, place matters in this consideration. Sherwood has demonstrated that they are a place where people want to both work and live.

We also encourage Metro Council to strongly consider selecting the high growth rate for both population and employment. The selected growth rates guide regional policy and funding decisions around housing, employment land and supporting infrastructure. Choosing low growth rates could artificially constrain our ability to plan for or make decisions to support the development of badly needed housing of all types, or further constrain opportunities to grow our region's traded-sector employment, which provides living wage jobs for thousands of our community members.

Board of County Commissioners
[redacted] Hillsboro, OR 97124-3072
[redacted]

Thank you for your consideration. We look forward to continued partnership with Metro in planning to accommodate future growth to keep our region a thriving and great place to live.

Sincerely,



Chair Kathryn Harrington
On behalf of Washington County Board of Commissioners

Cc: Board of County Commissioners
Sherwood City Council
Stephen Roberts, Director of Land Use & Transportation, Washington County
Catherine Ciarlo, Director of Planning, Development and Research, Metro

Board of County Commissioners
[redacted], Hillsboro, OR 97124-3072
[redacted]

Miriam Hanes

From: Brandi Hendryx <[redacted]>
Sent: Thursday, August 22, 2024 6:32 PM
To: Metro 2040; Marissa Madrigal; Lynn Peterson; Gerritt Rosenthal; Ashton Simpson; Mary Nolan; Christine Lewis; Juan Carlos Gonzalez; Duncan Hwang; [redacted]
Cc: [redacted]
Subject: [External sender]2024 Sherwood West Urban Growth Boundary Expansion Proposal - Opposition

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

To whom it may concern,
As long time residents (since 1997) and taxpayers of Sherwood, we strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. We stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Brandi & Tony Hendryx
[redacted]

My name is Julie Horowitz.

My family and our family farm is on the edge of the UGB expansion area. We've lived here 25 years.

I am a supporter of the West of Sherwood Farm Alliance.

The Mayor of Sherwood and Planning Director have testified publicly that what will be built in the Sherwood UGB expansion area will be market-rate housing, not affordable housing.

According to Redfin the average rent in Sherwood is $2,704 per month.

That is $700 more per month than in Beaverton, $900 more per month compared to Portland and $1,000 more per month than in Gresham.

If you assume a household is willing - or forced - to pay 30% of its pre-tax income on rent in Sherwood, they will need to earn $108,000 per year to afford that rent.

No teacher in Sherwood schools, even one with a master's degree and many years of experience, can afford that rent. No one working in the proposed "hospitality commercial" area in the Concept Plan would even dream of renting in Sherwood.

The average home price in Sherwood, according to Zillow, is about $650,000.

A family would need a household income of about $172,000 to buy that housing, assuming they had saved $130,000 for the downpayment and could get a 6.5% interest rate. And they would still be paying 30% of their pre-tax income for their home.

The idea that adding land for housing in Sherwood will contribute to the supply of affordable housing in the region is ridiculous. Ridiculous.

If MPAC is really interested in UGB expansions that might, *might*, contribute to the supply of truly affordable housing, you should recommend that the Metro Council reject this proposal and instead wait to consider UGB expansion applications are made under Governor Kotek's Senate Bill 1537.

That bill will go into effect in January, a few weeks after Metro is scheduled to make its decision on the Sherwood luxury housing proposal.
****

Julie Horowitz

Miriam Hanes

From: Julie Horowitz [redacted]
Sent: Wednesday, August 21, 2024 5:15 PM
To: Metro 2040; Sherwood Farm Alliance
Subject: [External sender]2024 Sherwood West Urban Growth Boundary Expansion Proposal

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To Whom it May Concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Julie Horowitz

Miriam Hanes

From: Jim Huston [redacted]
Sent: Thursday, August 15, 2024 5:06 PM
To: Metro 2040
Cc: Jan Huston; [redacted]
Subject: [External sender]We Say NO to the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

We Say NO to the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary
[redacted]

To whom it may concern:

As residents and taxpayers of Sherwood, we strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes.

The proposed expansion is unnecessary because:

- Metro's own projections from 2022 forecast only 3% growth for Sherwood in coming decades.
- Sherwood has sufficient land already to support additional housing and economic development - if developed wisely. The desires of Sherwood City to expand its tax base and of developers to gain additional lands for development are not adequate justification for the proposed expansion.
- Minimal support from the local community. In a 2021 poll, 84% of Sherwood residents opposed the UGB expansion in and around Sherwood.
- There are currently large areas of undeveloped land that have been brought inside the UGB in the last 20 years. According to projections, there is sufficient industrial land within the current boundary for the next 20 years. This proposed expansion (or a modified version) can be revisited in 10-12 years, but at this time it is completely unnecessary.

We stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community. Senate Bill 100 as enacted in 1973 was done specifically to prevent the kind of development that this proposed expansion clearly is - driven by private interests and profits rather than the public interest.

Sincerely,

Jim and Jan Huston
[redacted] Sherwood OR

Miriam Hanes

From: Eric Rutledge <[redacted]>
Sent: Friday, August 2, 2024 12:16 PM
To: Miriam Hanes
Cc: Molly Cooney-Mesker; Eryn Kehe
Subject: [External sender]Fwd: Sherwood West UGB Expansion Support

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Wanted to make sure this made it to you.

Thanks!

Eric Rutledge
City of Sherwood
Community Development Director
[redacted]
Desk [redacted]
Work Cell [redacted]

From: Troy Kazebee [redacted]
Sent: Sunday, July 14, 2024 5:17:14 PM
To: [redacted]>
Cc: [redacted] <[redacted]>; [redacted] >; [redacted] Tim Rosener [redacted]
Subject: Sherwood West UGB Expansion Support

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

Dear Mr. Rosenthal,

I am Troy Kazebee, and together with my wife Kendra, we are the owners of the property at 19300 SW Edy Rd in Sherwood. We strongly endorse the Urban Growth Boundary expansion proposed for Sherwood West.

For the past 22 years, we have proudly called Sherwood our home, raising our four children and residing in various neighborhoods within the city. As our family grew, Sherwood provided the housing options we needed, with connected neighborhoods and walking paths that have fostered a unique community atmosphere.

Throughout this time, we have actively participated in and contributed to the Sherwood West Planning process over the last decade. The proposed plan, encompassing 1,291 acres, addresses both Sherwood's and Metro's housing and employment land shortages. It builds upon

Sherwood's established character with connected neighborhoods, walking paths, and parks, elements that have kept us committed to this community.

Recently, we have been approached by the West of Sherwood Farm Alliance urging us to oppose the UGB expansion. Their involvement at this late stage is concerning given their absence from earlier planning discussions. However, having closely followed and studied the proposal over the years, and recognizing the housing and employment land shortages faced by Metro, we firmly believe it aligns with the future needs of Sherwood and Metro.

Therefore, we wholeheartedly support the City of Sherwood's request for a 1,291-acre UGB expansion.

Thank you for your time and consideration. If you have any questions, please reach out.

Sincerely,

Troy and Kendra Kazebee

[redacted]

[redacted]

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HOME BUILDING ASSOCIATION
OF GREATER PORTLAND

August 22nd, 2024

Marissa Madrigal, COO
Metro
600 NE Grand Ave.
Portland, OR 97232

Cc:
President Lynn Peterson
Councilor Ashton Simpson
Councilor Christine Lewis
Councilor Duncan Hwang
Councilor Gerritt Rosenthal
Councilor Juan Carlos Gonzalez
Councilor Mary Nolan

RE: Metro's 2024 Urban Growth Report and Sherwood's Urban Growth Boundary Expansion Request

Dear Ms. Madrigal,

My name is Preston Korst and I'm the Director of Government Affairs at the Home Building Association of Greater Portland. HBA is dedicated to maximizing housing choice for all who reside in our region by shaping an environment in which industry professionals can meet the diverse needs of all communities.

I'd like to start off by personally thanking you and the rest of Metro's planning staff, including Katherine Ciarlo, Eryn Kehe, Ted Reid, Malu Wilkinson (and many more) for hosting and facilitating the Urban Growth Report Stakeholder Roundtable. This broad and diverse group of interested parties met for two hours monthly for nearly a year to discuss and debate the central tenants of the Urban Growth Report (UGR) and the impacts it will have on our region. As HBA's representative in that group, I can say that it provided much needed dialogue and reflection space for us to discuss how we as a region wish to grow. Your willingness to provide that opportunity is greatly appreciated.

In this letter, we hope to outline our industry's perspective on the 2024 Draft UGR and to provide our unequivocal support for the City of Sherwood's Urban Growth Boundary (UGB) expansion request.

For housing affordability and the overall health of our economy, HBA and many others in the housing industry urge your COO Recommendation and Metro Council to take a high-growth position when evaluating our region's land supply and housing needs in this UGR and move to approve Sherwood's UGB request without conditions.

Consider for a moment the exorbitant costs to purchase a home in our region. According to Zillow, the median home sale price in June was $521,133 (Multnomah County), $579,979 (Washington County), and

$631,000 (Clackamas County). Staggering as these figures are, they come as no surprise given that Oregon is staring down a housing deficit of 140,000 units. And if our goal is to advance economic justice and racial equity, then we must reverse these trends in a way that builds wealth and increases homeownership opportunities for more families who've traditionally been locked out of the homebuying market. In other words, WE ARE IN A HOUSING CRISIS.

- -

UGR Question #1: Which population and growth projections should Council make?

With the UGR, we believe that the focal and starting point rests primarily on the population and growth scenarios presented in the report. While the draft contains a lot to applaud—including acknowledgements of an existing regional housing shortage, changing housing choices due to the pandemic, and the creation of newly allowed middle housing options—it still includes elements that are concerning for our industry.

For one, the report concludes that regional population growth is slowing because birthrates are dropping (which of course is an established national trend). This means that in-migrating residents will be the primary driver of our population growth, as it has been in recent years. This analysis makes sense. However, the report erroneously assumes that, "Slowing population growth also means slower job growth." We respectfully disagree.

Though we concur that we can't necessarily change what the data tells us, we *can* choose policies that will bend the precision of that data towards a stronger economic future. In other words, if we use this growth report to prepare for strong economic and housing growth, we believe that in-migration will adapt towards a higher-opportunity future—if you build it, they will come. On the flipside, if we plan for anemic growth and limit our ability to adapt to the market, we'll just be realizing our own economic stagnation. In either case, it's a self-fulfilling prophesy.

UGR Recommendation #1: assume and position the report with the high-growth population scenario.

We feel that Metro would not only be wise, but would be making the most responsible public-policy decision to plan for growth, despite what projections may or may not suggest. Preparing with an attitude of a high-growth scenario provides Metro and local jurisdictions with more flexibility to plan for the future that will avoid future housing crises and economic stagnation. As we hear often from planners: *failing to plan is planning to fail*.

- -

UGR Question #2: How should Council approach housing need and development scenarios?

To start, we want to acknowledge the fact that Metro staff included in this report an existing housing shortage of 23,700 units. While many in the housing industry would argue (with additional sources) that number is considerably low, it is still an important indication of how serious our housing crisis is to Metro. Moving on from there, we appreciate the difficult work that went into calculating our housing needs over the next 20 years. And we believe it would be misleading, if not negligent, to suggest that our region's housing needs are anything except *high*. Therefore, **we urge Metro to adopt the high-forecast housing need of at least 203,200 units over the next 20 years**. This reflects a greater sense of reality than the baseline or low-point figures hold.

Additionally, in the report, Metro also makes assumptions about not only the rate of our growth, but also *how we will and should grow*. Found on pages 38-39, the report contains several assumptions for development potentials using "illustrative demand and capacity scenarios." While we aren't exactly sure which data these trends were founded upon, we do feel that they all but marginalizes and unduly prevents the construction of new, single-family homes for residents. It assumes, either through economic reality or lifestyle choices, that our region's historically strong demand for homeownership isn't a viable scenario going forward. Again, we disagree.

And importantly, just after the limited scenarios are presented, the report goes on to say that "…it will be the market, not Metro's UGR calculations, that determine what mix of middle housing and single-unit detached housing gets built…" Yet, in the way that the housing needs scenarios are presented, Metro is essentially asking its Council to do just that by attaching to their decision a condition and outcome which will essentially select which types of housing should get built. Housing construction is a market-driven industry, with the overwhelming majority being built by private developers. We believe that it is not within Metro's power or provision to attempt to guide the mix of housing the market will bear, least of all with just four narrow scenarios.

UGR Recommendation #2: Metro should adopt a high-forecast housing need. Also, it should reject the growth scenarios presented in the UGR or establish an additional scenario that creates flexibility for the housing market to adapt to the demand of consumers.

A high need scenario reflects the reality on the ground and will allow policymakers across the region take actions that will address the high cost of housing in their communities. Also, we believe that the forecasted development scenarios have been created despite the fact that nearly 4 out of 5 Oregonian's still prefer to live in a single-family home versus other housing types. And it fails to recognize the power that public-policymaking has on the creation of new housing, which could make single-family entry-level homes more affordable. Lastly, it ignores the fact that the vast majority of homeownership opportunities lie in the single-family market. We believe that Metro should consider that our region's collective desire to foster equity and economic justice will rely on the unique wealth and community-building opportunities that arise with homeownership.

City of Sherwood UGB Expansion Request

This year, the City of Sherwood is the only city requesting a UGB expansion—and we believe that it would have a tremendous impact on our region, in the form of 4,500 good-paying jobs, roughly 5,000 new homes, and the creation of hundreds of acres of parks and natural areas.

For almost two years, I had the pleasure of sitting on the Sherwood West Technical Advisory Committee which helped shape the concept planning for the area. I can say without reservation that the plan brought forward by staff, regional stakeholders, and community members has been careful, conscientious, and equitable. **We applaud the delivered outcome and encourage Metro to move forward with an approval that encompasses the entirety of the 1,291 acres as requested, *without conditions.***

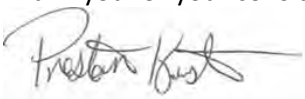
As Metro knows well, bringing new lands into the UGB requires focused planning, financing for infrastructure, and a building environment that can support growth. Fortunately, Sherwood is primed for just that. Over the last several years, the city has undergone extensive public engagement to develop a plan that is innovative, forward-thinking, and contains a variety of tools that will create complete and livable communities. However, adding conditions as suggested in a recent Council Session, could be

detrimental to that extensive outreach. There are serious political costs to adding conditions, not to mention the hundreds of thousands of dollars in grants and general fund dollars would be jeopardized if onerous restrictions are placed on this community-led design.

Given the continued severity of our region's housing crisis, mixed with the budding opportunities to capitalize on historic investments for local economic development—HBA and our partners in the housing sector view this request as a great example of a planning process that will bear fruit for generations. It will help empower our region to reach its housing production goals while creating an indispensable lifeline to a struggling local economy. For affordability and the overall supply of housing, the Sherwood West proposal is an undeniably smart plan that deserves the community's support and Council's unanimous vote.

In closing, we would like to thank Metro staff and Council for the dedicated service they offer to our communities. From long-range planning to affordable housing development, the work you do is not easy and the stakeholder groups you engage are broad and not always agreeable. We appreciate the efforts taken to develop the 2024 Draft UGR and to review Sherwood's 2024 UGB Expansion. And we implore you to consider the serious housing crisis we are facing when making your ultimate recommendations and decisions.

Thank you for your consideration of our testimony,



Preston Korst
Director of Public Policy and Government Affairs
Home Building Association of Greater Portland

Miriam Hanes

From: Preston Korst <[redacted]>
Sent: Thursday, August 22, 2024 3:45 PM
To: Metro 2040; Marissa Madrigal
Cc: Lynn Peterson; Ashton Simpson; Christine Lewis; Duncan Hwang; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan
Subject: [External sender]HBA Testimony: Draft UGR and Sherwood West UGB Request
Attachments: HBA Testimony, 2024 UGR and Sherwood West Expansion Request (8-22-2024).pdf

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Good afternoon Metro leaders!

Please find attached to this email the Home Building Association of Greater Portland's testimony for the 2024 Urban Growth Report and the Sherwood West Expansion Request. If you have any questions, please feel free to reach out directly by phone at [redacted]

Thank you so much.
Preston

Preston Korst
Director of Policy and Government Affairs
Home Building Association of Greater Portland
email: [redacted]
[redacted]

Miriam Hanes

From: Amelia Larkin <[redacted]>
Sent: Monday, August 5, 2024 4:54 PM
To: Metro 2040
Subject: [External sender]In Support of Sherwood West Expansion Plan

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Dear Metro Council,

I am writing in my support of the City of Sherwoods West Expansion Plan. Like many towns and cities Sherwood is experiencing a housing shortage, unlike many others Sherwood is uniquely situated to provide planned growth that will benefit the current and future residents of Sherwood. The community engagement and dedication of the local councils and committees ensures that the rich history and appeal of Sherwood is not lost to growth but rather enhanced and capitalized upon in a way that creates everlasting ties among residents new and old alike.

The passing of the West expansion is important because it satisfies all needs in protecting the land while providing opportunities and growth in a way that brings and keeps the best of Sherwood. True progress comes from building on the past with an eye to the future; holding tight to what once was will kill any economic and social prosperity that Sherwood is poised to take. It is up to us as stewards of the town we love to pass the expansion plan and do our best for future generations.

Sherwood is growing, whether people want it to or not but we have a chance to guide that growth in a way that benefits all. Please think of all residents when choosing to support and pass this plan and not only the few with the most.

Thank you,
Amelia Larkin

Miriam Hanes

From: Greg Manning <[redacted]>
Sent: Tuesday, July 30, 2024 3:04 PM
To: Metro 2040
Subject: [External sender]2024 Urban Growth Report Comment

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Dear Metro Council and Staff:

I urge you to support Sherwood's current request for a growth boundary expansion, having spoken with Sherwood officials and reviewed their conceptual planning for Sherwood West.

The lack of large employment sites is hampering our region's economic growth. The Portland MSA in recent months has posted the largest year-over-year job losses out of all 50 of the country's largest MSAs (nearly all metro areas gained jobs over this period). Sherwood will help provide those needed employment sites.

A wavering employment market also will worsen the housing affordability crisis we face in this region. The limited supply of land for residential development is another crucial affordability factor, by limiting new housing creation. Residential land availability and housing production were a focus of the last state legislative session due to widespead voter frustration over housing affordability in our region.

My experience as a development finance consultant, after many years of financing construction with area banks, has made clear to me the many problems that our limited land supply has caused.

Please consider the legislature's lead and support Sherwood's expansion effort.

Thank you for your consideration.

Greg Manning
[redacted]
Portland, OR 97219
[redacted]

Miriam Hanes

From: Connor Ayers
Sent: Tuesday, July 23, 2024 1:24 PM
To: Metro 2040; Georgia Langer
Cc: Ted Reid; Molly Cooney-Mesker; Laura Combs
Subject: RE: for council - FW: Draft 2024 Urban Growth Report - Public Comments - My Client David Marks

Thanks Miriam, I've shared this with the council.

Connor Ayers (he/they)
Legislative and Engagement Coordinator

Metro Council Office
600 NE Grand Avenue
Portland, OR 97232-2736
[redacted]
www.oregonmetro.gov

From: Metro 2040 <[redacted]>
Sent: Tuesday, July 23, 2024 1:12 PM
To: Connor Ayers <[redacted]>; Georgia Langer <[redacted]>
Cc: Ted Reid <[redacted]>; Molly Cooney-Mesker <[redacted]>; Laura Combs [redacted]
Subject: for council - FW: Draft 2024 Urban Growth Report - Public Comments - My Client David Marks

Hey team,

Some public comments re: UGR for council. I will send them confirmation of receipt.

Miriam Hanes | Metro | Program Assistant - Urban Policy & Development
My gender pronouns: she, they | Schedule: 8:30 a.m. to 5:00 p.m. Monday to Friday

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From: Mike Connors <[redacted]>
Sent: Tuesday, July 23, 2024 11:54 AM
To: Metro 2040 <[redacted]>
Subject: [External sender]Draft 2024 Urban Growth Report - Public Comments - My Client David Marks

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Urban Growth Management Team,

This firm represents David Marks, who owns property in the Stafford area that is part of Metro's urban reserves area. Mr. Marks is submitting the attached comments on Metro's draft 2024 Urban Growth Report for the Metro Council's consideration.

Please confirm receipt of our letter and let us know if you have any questions. Thanks, Mike

E. Michael Connors
Partner

Hathaway Larson LLP
[redacted]
Portland, OR 97209
[redacted]

Named as one of "America's Leading Lawyers for Business" (Oregon) by *Chambers USA* in Real Estate: Zoning/Land Use (2009-2024)
Selected to "Oregon Super Lawyers" in Land Use/Zoning (2015-2024)
Selected to "Best Lawyers in America" in Land Use/Zoning Law



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Miriam Hanes

From: Mike Connors <[redacted]>
Sent: Tuesday, July 23, 2024 11:54 AM
To: Metro 2040
Subject: [External sender]Draft 2024 Urban Growth Report - Public Comments - My Client David Marks
Attachments: Metro Urban Growth Report 2024 Ltr (David Marks).pdf

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Urban Growth Management Team,

This firm represents David Marks, who owns property in the Stafford area that is part of Metro's urban reserves area. Mr. Marks is submitting the attached comments on Metro's draft 2024 Urban Growth Report for the Metro Council's consideration.

Please confirm receipt of our letter and let us know if you have any questions. Thanks, Mike

E. Michael Connors
Partner

Hathaway Larson LLP
[redacted]

Named as one of "America's Leading Lawyers for Business" (Oregon)
by *Chambers USA* in Real Estate: Zoning/Land Use (2009-2024)
Selected to "Oregon Super Lawyers" in Land Use/Zoning (2015-2024)
Selected to "Best Lawyers in America" in Land Use/Zoning Law

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HATHAWAY LARSON

Koback · Connors · Heth

July 23, 2024

VIA EMAIL ([redacted]

Metro Council
Attn. Urban Growth Management Team
Metro Regional Center
600 NE Grand Ave.
Portland OR 97232

Re: Draft 2024 Urban Growth Report
Public Comments
My Client: David Marks

Dear President Peterson & Councilors:

This firm represents David Marks, who owns property in the Stafford area that is part of Metro's urban reserves area (the "Stafford Area"). Mr. Marks is submitting these comments on Metro's draft 2024 Urban Growth Report (the "Draft 2024 Report") for the Metro Council's consideration. As explained below, the Metro Council should reject the Draft 2024 Report because it is inconsistent with Goal 14, the implementing statutes and administrative rules, and the Court of Appeals' recent decision in *Marks v. LCDC*, 327 Or App 708, 536 P3d 995 (2023) ("*Marks*").

A. Introduction

In 2020, Mr. Marks filed a petition for enforcement with the Land Conservation and Development Commission ("LCDC") seeking to nullify and/or modify the five and three-party intergovernmental agreements ("IGAs") between Metro, Clackamas County, and the Cities of Lake Oswego, West Linn and Tualatin (the "Cities") that controls the future development of Stafford Area. Mr. Marks filed the petition for enforcement because Metro abdicated its regional planning authority over the Stafford Area by granting the Cities complete control over the timing of the expansion of the Urban Growth Boundary (the "UGB") into this area. Given the Cities' decades-long opposition to the urbanization of the Stafford Area, the IGAs will obstruct the State and regional efforts to increase the housing supply and address the regional housing crises.

In 2022, the Oregon Court of Appeals reversed LCDC and remanded the petition for enforcement matter to require LCDC to determine if the IGAs violate the regional framework plan and implementing goals, statutes and administrative rules. *Marks*, 327 Or App at 738. Although the

E. Michael Connors
[redacted]
Portland, OR 97209
[redacted]

Court did not resolve the merits of the petition for enforcement, the Court reiterated prior caselaw recognizing Metro's responsibility to implement a regional strategy for the metropolitan UGB as opposed to an ad hoc approach led by the metropolitan cities. The Court stated that Goal 14 and the implementing statutes and administrative rules require Metro to determine the 20-year regional housing needs and identify the best location to expand the UGB to satisfy those housing needs, not the metropolitan cities.

The Draft 2024 Report is yet another instance of Metro abdicated its regional planning authority and granting the metropolitan cities control over the timing and location of the UGB expansion. Instead of Metro determining the 20-year housing needs for the region and evaluating the urban reserve locations suited to accommodate those needs, the Draft 2024 Report confers that authority to the metropolitan cities. Metro is restricting its growth analysis to the City of Sherwood's limited proposal solely because Sherwood is the only city that requested a UGB expansion. The Draft 2024 Report takes this limited approach even though the 20-year housing needs analysis identified a need for significantly more housing units than Sherwood is proposing. This ad hoc, bottom-up type of approach to the Metro regional UGB is the opposite of what the Oregon legislature intended and is inconsistent with Goal 14 and the recent *Marks* decision.

B. Metro is required to determine the need and location for UGB expansions consistent with Goal 14 and the implementing statutes and administrative rules.

Metro is responsible for coordinating land use planning in the tri-county region consisting of Clackamas, Multnomah and Washington County. ORS 195.025; ORS 268.380(1)(c); ORS 268.385. One of Metro's primary responsibilities is the adoption and management of the regional UGB to ensure that the metropolitan regional housing and employment needs can be met. ORS 268.380-268.390; *Marks*, 327 Or App at 712-13; *Sensible Transportation v. Metro. Service Dist.*, 100 Or App 564, 567, 787 P2d 498, *rev. den.*, 310 Or. 70, 792 P2d 104 (1990). The Court of Appeals has repeatedly stated that in assigning Metro the responsibility for justifying, adopting, and securing acknowledgment of the metropolitan area UGB, the Oregon Legislative Assembly "presumably determined adoption and administration of the metropolitan area UGB required Metro's unique regional perspective, rather than leaving adoption and administration of the UGB to the large number of cities and counties making up the metropolitan area." *Marks*, 327 Or App at 712-713; *Sensible Transportation*, 100 Or App at 567. (Emphasis added).

As part of its UGB-related responsibilities, Metro is required to conduct a review of the metropolitan area UGB every six years to ensure that it continues to maintain a 20-year supply of urbanizable land within the UGB. ORS 197.299. With respect to housing, Metro must demonstrate that its regional plan has "sufficient buildable lands within the urban growth boundary . . . to accommodate estimated housing needs for 20 years." ORS 197.296(2). Metro's needs analysis must be supported by substantial evidence. *City of West Linn v. LCDC*, 201 Or App 419, 440, 119 P3d 285 (2005). If Metro determines that the land supply is inadequate, it must expand the UGB or take other measures to ensure that the identified need can be accommodated. ORS 197.296(6); ORS 197.299(2); *Marks*, 327 Or App at 713.

In considering where to expand the UGB, Metro's analysis must comply with Goal 14, which includes four "boundary location" factors that Metro must consider when determining which urban

reserve land to add to the UGB. Goal 14; *Marks*, 327 Or App at 713. The four boundary location factors are "(1) [e]fficient accommodation of identified land needs; (2) [o]rderly and economic provision of public facilities and services; (3) [c]omparative environmental, energy, economic and social consequences; and (4) [c]ompatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB." *Id.* A decision to add land to the UGB must compare alternative areas based on a balancing of all these factors, rather than reliance on any one factor. *Citizens Against Irresponsible Growth v. Metro*, 179 Or App 12, 17, 38 P3d 956 (2002); *1000 Friends of Or. v. Metro*, 174 Or App 406, 409–410, 26 P3d 151 (2001); *D.S. Parklane Dev., Inc. v. Metro*, 165 Or App 1, 25, 994 P2d 1205 (2000).

C. The Draft 2024 Report is inconsistent with Goal 14, the implementing statutes and administrative rules, and *Marks*.

The Draft 2024 Report has multiple problems that should concern the Metro Council. The Draft 2024 Report does not explain how Metro is going to satisfy the housing needs over the 20-year period and does not even acknowledge the Goal 14 boundary location requirements or attempt to comply with these requirements. The Draft 2024 Report appears to be designed primarily to justify Metro's policy of limiting its consideration of UGB expansion areas to Sherwood's request since it was the only city to request an expansion. As explained below, the Draft 2024 Report is inconsistent with Goal 14, the implementing statutes and administrative rules, and *Marks* in several respects.

The Draft 2024 Report does not contain any meaningful recommendations or indication of what Metro's chief operating officer and staff may ultimately recommend the Metro Council adopt for its final decision. While we understand this public comment period is designed in part to provide Metro's chief operating officer and staff additional public input to help inform their recommendations, the Draft 2024 Report is so general and ambiguous that it makes it extremely difficult to provide meaningful input and comments. The Draft 2024 Report contains a wide variety of scenarios that lead to very different results, but it lacks any indication of which scenarios are more likely or how the Metro Council should factor in these varying scenarios to its decision. If Metro is truly seeking meaningful public input, requesting that the public comment on such an amorphous and non-committal report is not very helpful or productive.

The Draft 2024 Report failed to acknowledge there is a need for significant new housing in the Metro UGB to satisfy the 20-year housing needs of the region. Currently, there is an existing need for 23,700 additional housing units in the Metro region based on Econorthwest's Existing Housing Needs Report. Draft 2024 Report, Appendix 8A. The Draft 2024 Report notes there is also a need for a significant number of new housing units to address the future growth needs, ranging from 179,500 units under the high growth model, 149,500 under the baseline growth model and 119,600 under the low growth model. In total, this data demonstrates that there is a need for 143,300 to 203,200 new housing units in the Metro UGB to satisfy the 20-year needs of the region.

Instead of acknowledging this need for a significant amount of new housing units to satisfy the 20-year needs of the region, the Draft 2024 Report suggests that the Metro Council has wide "latitude to determine <u>whether</u> additional housing capacity is needed to accommodate potential household growth." Draft 2024 Report, p.37. (Emphasis added). The sole basis for this alleged latitude is the

"uncertainty" in predicting future trends. Draft 2024 Report, p.37-38. The uncertainty in predicting future trends cannot be used as a basis for ignoring the actual data and analysis because Metro's entire process of evaluating the needs of the region for the next 20 years is inherently uncertain. If the mere uncertainty in predicting future trends was sufficient to override the actual data and analysis, there would be no reason to do a detailed analysis of the housing needs in the first place. The Draft 2024 Report appears to be an outcome driven analysis designed to grant the Metro Council maximum latitude and discretion to decide whatever it wants, rather than an evidentiary based decision. Metro's needs analysis must be supported by substantial evidence, not an outcome driven approach designed to provide maximum decision-making discretion. *City of West Linn v. LCDC,* 201 Or App at 440.

The Draft 2024 Report failed to acknowledge that the Sherwood West urban reserve area proposal, the only UGB expansion option identified in the report, is woefully insufficient to satisfy the 20-year housing needs of the region. The Sherwood West proposal will only provide 3,120 to 5,580 new housing units, which will barely put a dent in the 143,300 to 203,200 new housing units needed to satisfy the 20-year needs of the region. By limiting its consideration of UGB expansion options to the Sherwood West proposal, Metro has made it impossible to satisfy the 20-year housing needs of the region.

The Draft 2024 Report does not comply with the Goal 14 boundary location factors. The report doesn't even mention the Goal 14 boundary location factors, let alone address them. Nor could the Draft 2024 Report comply with the Goal 14 boundary location factors because Metro refused to consider any urban reserve areas unless a city proposes an UGB expansion and provides a concept plan. Given that Sherwood was the only city to submit a UGB expansion proposal, Metro's policy of requiring a concept plan as a prerequisite to UGB expansion precludes consideration of any other areas in the Metro region. As a result, the Draft 2024 Report clearly does not identify where the additional housing is most needed as required by Goal 14.

Metro's "policy" of requiring a concept plan from the city before it will consider adding urban reserve land to the UGB is itself inconsistent with Goal 14 and the implementing statutes and administrative rules. Metro's decision to add land to the UGB must compare alternative areas based on a balancing of all the Goal 14 boundary line factors and cannot rely solely on any one factor. *Citizens Against Irresponsible Growth v. Metro*, 179 Or App at 17; *1000 Friends of Or. v. Metro*, 174 Or App at 409–410; *D.S. Parklane Dev., Inc. v. Metro*, 165 Or App at 25. Moreover, Goal 14, the statutes and the administrative rules do not even reference a "concept plan," and they certainly do not require a concept plan as a prerequisite to inclusion in the UGB. Metro's policy for requiring a concept plan as a prerequisite for inclusion in the UGB is based solely on the Metro Code ("MC"), but the Metro Code cannot override the requirements under Goal 14, the statutes and the administrative rules.

As the Court acknowledged in *Marks*, LCDC and the Department of Land Conservation and Development ("DLCD") have both determined that Metro cannot avoid the Goal 14 requirement to study all urban reserve lands for inclusion in the UGB based solely on the lack of a concept plan. *Marks*, 327 Or App at 715-716. If Metro identifies a need for additional land in the UGB to accommodate the regional need for housing and employment, Metro must determine which land to add by evaluating alternative urban growth boundary locations consistent with the boundary

location factors of Goal 14. OAR 660-024-0060(1); *Marks*, 327 Or App at 725. Metro must consider and balance the boundary location factors of Goal 14 for all of the urban reserves areas and determine the UGB boundary location based on all the relevant factors. OAR 660-024-0060(3). Metro cannot use the concept plan requirement in MC 3.07.1110 to avoid the Goal 14 requirement that it study all urban reserve lands for possible inclusion in the Metro UGB. *Marks*, 327 Or App at 737.

Moreover, even the Metro Code does not support such a carte blanche policy. MC 3.07.1425 sets forth "factors and criteria for amendment of the UGB," only one of which includes "whether the area has been concept planned." MC 3.07.1425(c) & (d). MC 3.07.1110(a) provides that concept plans are generally required before land is added to the UGB, but it does not limit Metro's six-year review of the UGB to areas that have a concept plan. Additionally, MC 3.07.1110(e) provides an exception to the general requirement that concept planning occur before land is added to the UGB.

Metro's policy is not only inconsistent with State law, but it based on a unique situation that should not be driving Metro's approach to UGB expansions. Metro added the concept planning requirement due to the UGB expansion in 2002, which included 12,000 acres in the Damascus area that largely failed to urbanize after the decades long legal battle that ultimately led to the City of Damascus disincorporating. But that situation was highly unusual and the reasons why that area has not been urbanized are unique to that situation. The local residents' unusual decision to incorporate Damascus in 2004 to control the development of this urban area, and the subsequent disincorporation after years of political infighting and litigation, that was the reason this area did not get developed. It was certainly not the mere lack of a concept plan.

Had Metro considered other urban reserve areas for possible inclusion in the UGB as required by Goal 14, it would conclude that there are other areas that clearly have a need for additional urban lands. As an example, the City of Tualatin's 2019 Housing Needs Analysis concluded there is an existing lack of affordable housing and lack of capacity to accommodate certain other housing types. Tualatin is unable to accommodate these housing needs without a UGB expansion. Had Metro considered Tualatin's Housing Needs Analysis, it clearly would have concluded there is a specific need for additional urban lands in this location. By refusing to even consider other cities housing needs analysis or similar information, Metro is disregarding its responsibility to determine where the best locations for expanding the UGB in compliance with Goal 14.

D. Conclusion.

The Draft 2024 Report and Metro's whole approach to this six-year UGB expansion review has turned the process on its head. The Oregon legislature granted Metro the authority to administer the regional UGB because it "required Metro's unique regional perspective, rather than leaving adoption and administration of the UGB to the large number of cities and counties making up the metropolitan area." *Marks*, 327 Or App at 712-713. Goal 14 and the implementing statutes and administrative rules were designed to require Metro to determine the housing and employment needs in the region and the locations where those needs can be best served.

Metro's current approach is the opposite of that legislative directive and process. Now the cities dictate when and where the regional UGB expansions will occur. Even when the city proposals are

insufficient to satisfy the regional housing and employment needs, the Draft 2024 Report makes it clear that Metro will either ignore those needs or rely on the inherent uncertainty in predicting future trends as a basis for justifying a smaller UGB expansion. Metro is effectively abdicating its authority over UGB expansions to the cities in contravention of the legislature's intent.

Not only is Metro's approach to this UGB expansion process inconsistent with Goal 14 and the implementing statutes and administrative rules, but it will exacerbate the current housing crisis in the Metro region. As recognized in the Draft 2024 Report, the Metro region currently does not have a sufficient housing supply and many residents are priced out of the market. That trend will only worsen over time. Metro needs to provide leadership on this issue, comply with the required Goal 14 process and be willing to make the hard decisions necessary to address this difficult housing issue plaguing our region. The first step in doing so is to ensure the 2024 UGB expansion process follows the requirements of Goal 14 and the implementing statutes and administrative rules.

We appreciate your consideration of our comments and look forward to addressing this issue further with the Metro Council.

Very truly yours,

HATHAWAY LARSON LLP

/s/ E. Michael Connors

E. Michael Connors

EMC/ep

cc: David Marks

Miriam Hanes

From: Ted Reid
Sent: Friday, July 19, 2024 9:09 AM
To: Eric Rutledge; Eryn Kehe
Cc: Tim Rosener; Keith Mays; Miriam Hanes
Subject: RE: Sherwood West UGB Support

Hi Eric,
I'm forwarding this to Miriam who is maintaining the decision record.

Thanks,
Ted

From: Eric Rutledge <[redacted]
Sent: Friday, July 19, 2024 9:06 AM
To: Ted Reid <[redacted]; Eryn Kehe <[redacted]
Cc: Tim Rosener <[redacted]; Keith Mays <[redacted]
Subject: [External sender]Re: Sherwood West UGB Support

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hi Ted and Eryn,

I talked with Diann this week and we weren't sure if this testimony needs to be resubmitted to be part of the UGB decision record?

There are a few other emails in support that came in before the UGR comment period formally opened.

Thank you!

Eric Rutledge
City of Sherwood
Community Development Director
[redacted]
Desk [redacted]
Work Cell [redacted]

From: Diann Matthews [redacted]
Sent: Tuesday, June 25, 2024 6:41 AM
To: [redacted] Tim Rosener [redacted]; Eric Rutledge <[redacted]; Keith Mays

[redacted]
Subject: Sherwood West UGB Support

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Dear Gerritt,

This is Diann Matthews. My sister, Marleen Mandel, and I own the property at 18550 SW Edy Road in Sherwood (approximately 60 acres at the southwest corner of Edy and Elwert Roads). We are writing to you **in support of the Urban Growth Boundary (UGB) expansion** request for Sherwood West.

Our family's roots run deep in Sherwood. Our father was raised on a farm directly across Elwert from ours, and the Mandel family has been in Sherwood for more than 100 years. The farm he grew up on is already in the UGB. It is the subdivision known as Mandel Farms and has nearly 90 homes. Our parents purchased our property in 1956 and we have continued to use it as a home and farm for nearly 70 years.

During our time here, we have seen many changes in the city during our time here, some good, some not so good. With the addition of the high school in Sherwood West, traffic and congestion have made it increasingly hard to maintain our property as a farm. I can attest that the City has attempted to meet the needs of the citizens and have a vision for the city that fits into the small community feel Sherwood has always had, but feel that now is the time for expansion.

In the past dozen years or so, I have been extensively involved in the Citizen's Advisory Committee. I sat on the citizens advisory committee in the first iteration back in 2012 and I have played an active supportive role in the current concept plan that just wrapped up prior to the City making an application this year to Metro. The city has spent a lot of thoughtful time making an appropriate plan to meet the City's current and future needs for housing, roads, infrastructure, schools, and parks.

Here are a few examples of the needs of the community and thus the reason for the ask from METRO for approximately 1300 acres: 1) lack for affordable housing in the area for all demographics, 2) job growth, which is a focus of the City Council and there is not any affordable housing for employees to live in the community, 3) more families increase school enrollment in the area and in the Sherwood High School which is located in the Sherwood West boundary, 4) the result of increased population will benefit the entire community in the tax base, 5) parks have been included into the plan to fit into the existing vision of the Sherwood community, 6) focus on sustainable employment beyond the existing service jobs, which will provide the community with a stronger revenue and services base, and lastly 7) Sherwood withdrew its request in 2018 for UGB expansion and the community has felt negative impact ever since.

There is a group called West of Sherwood Farm Alliance, existing of 2 wineries, Hawks View and Alloro, that are outside the growth boundary of Sherwood West and are encouraging folks to complain and cite reasons against Sherwood West UGB expansion request. Many of these folks have not been involved in the arduous process the city has gone through in the past 12 years which has resulted in the City's current request to Metro.

Thank you for your time and consideration in this important matter. Please know there are many of our neighbors in the Sherwood West Area who support the UGB expansion request and are hoping Metro will vote in support of the UGB expansion request of 1291 acres.

If you have any questions please feel free to reach out to me at either [redacted] or at [redacted].

Sincerely,

Diann Matthews and Marleen Mandel
--

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Miriam Hanes

From: [redacted]
Sent: Thursday, August 15, 2024 5:14 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Objection to Urban Growth Boundary Expansion

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To whom it may concern,

As a resident and taxpayer of Sherwood for the past 23 years, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Kelly Melillo

Kelly Melillo
Sent from my iPhone

Miriam Hanes

From: Meerta Meyer <[redacted]>
Sent: Friday, August 16, 2024 1:19 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]In Opposition to Sherwood West Concept Plan

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The Sherwood West Concept plan will increase traffic and congestion (causing significant delays for day to day travel *and* first responders), create more and more of a burden on our school system (larger classroom sizes, teacher impacts, and more), increase the need for infrastructure improvements (causing a greater tax burden on Sherwood), and generally, is **NOT** what Sherwood residents want.

As anticipated, we see negative impacts of the Brookman development (*which was voted down by the citizens of Sherwood THREE times yet pushed through anyway*). We were promised better walkability and a thoughtful new traffic pattern - most definitely, not the case. The surrounding area has become a 'freeway' and/or cut through for more and more traffic without sidewalks and is unsafe for anyone to walk, run, or play (which was one of its' very selling points).

While we appreciate the need for development and perhaps even the intention to grow thoughtfully - this plan doesn't meet the needs of the existing community. Please pause and get it right.

Meerta Meyer
[redacted]

Urban Growth Management Team
Metro
600 NE Grand Ave.
Portland, OR 97232

8/13/2024

Metro Urban Growth Management Team,

The City of Gresham appreciates the work of Metro staff and consultants over the past year to compile the draft Urban Growth Report. At this time Gresham would like to provide some comments regarding the draft report:

- A topic throughout the region this cycle has been the feasibility of industrially zoned lands. Gresham staff were informed that the Metro process considered slope as part of Sherwood's expansion proposal, which is commendable. Unfortunately, slope isn't reflected in the inventory of industrial land supply in a way that accurately reflects developable acreage. Large-lot development is widely seen as infeasible if slopes exceed 5%. Several of the region's large-lot tier 3 sites are within Gresham. One is an active gravel pit, and the others are within the Springwater area with slopes in excess of 7%.

- The UGR will be viewed statewide and can have far-reaching implications. We know funding is critical for tier 3 sites, especially large-lot sites to become shovel-ready. We need to ensure we get the industrial land supply right to effectively advocate for funding for these sites.

- The draft UGR discusses potential conditions that could be placed on a Sherwood expansion related to housing that could require a certain housing mix. Gresham would caution against overly prescriptive conditions of approval with the impending Oregon Housing Needs Analysis. It could be more appropriate to allow the OHNA housing needs allocation and Sherwood's translation of it into housing types, characteristics, and locations to help Sherwood formulate zoning and incentives for housing types within the expansion area.

We appreciate your consideration of Gresham's comments.

Sincerely,

Ashley Miller

Ashley Miller
Community Development Director

E. Fitz

Erika Fitzgerald
Interim Economic Development Director

Miriam Hanes

From: Jamie Monahan [redacted]
Sent: Thursday, August 15, 2024 10:35 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]2024 Sherwood West Concept Plan

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To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Jamie Monahan

Sent from my iPhone

Miriam Hanes

From: Julie Nader [redacted]
Sent: Wednesday, August 21, 2024 2:44 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Urban Growth Boundary

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Good Afternoon!

I am concerned about expanding the Urban Growth Boundary when there is space for more housing right now. I own a home in Sherwood (and thus pay taxes) and want you to reject the Expansion of the West Urban Growth Boundary by 1,291 acres!

Thanks for hearing my concern,
Julie

Julie Nader

Miriam Hanes

From: Eric Rutledge [redacted]
Sent: Friday, July 19, 2024 3:10 PM
To: Miriam Hanes
Cc: Ted Reid; Eryn Kehe
Subject: [External sender]FW: UGB-Expansion
Attachments: Sherwood UGB-#2.pdf

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Hi Miriam – some testimony for the urban growth decision. It looks like the Metro Council was copied but not staff. Wanted to make sure you received this.

Thanks,

Eric Rutledge
City of Sherwood
Community Development Director
[redacted]

From: LouAnn Nance <[redacted]>
Sent: Sunday, June 30, 2024 2:20 PM
To: [redacted]
Cc: [redacted] Eric Rutledge <[redacted]>; [redacted]; Keith Mays [redacted]
Subject: UGB-Expansion

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June 30, 2024

Gerritt Rosenthal
District 3 Councilor Metro
[redacted]

CC:
Marisa Madrigal
Chief Operating Officer
[redacted]
Eric Rutledge
Community Development Director
[redacted]
Lynn Peterson
President, Metro
[redacted]
Mary Nolan
District 5 Councilor Metro
[redacted]
Tim Rosener
Mayor, City of Sherwood
[redacted]
Keith Mays
Councilor, City of Sherwood
[redacted]

RE: UGB Expansion
Dear Gerritt:

My name is Lou Ann Nance, and my interest in the Sherwood UGB is based upon my family's property within the Sherwood West Neighborhood, which they have owned for nearly 40 years.

Our family has huge sentimental interest in the Sherwood Area, and desire for thoughtful development of the area that support s efficient use of the land that creates new jobs and affordable housing. It will also be necessary to create a tax base that sustains the infrastructure, and the new $247 million-dollar high school.

Your foresight into a healthy UGB Plan will ensure the prosperity of the City of Sherwood for many years to come. Thank You for your time and considerations in this important matter.

Sincerely

Lou Ann Ottoman Nance

August 15, 2024

Metro Council Chair Peterson and Members of the Metro Council,

Thank you for the opportunity to provide testimony on the draft Urban Growth Report (UGR) released in July. We appreciate the work and effort staff have dedicated to the implementation of the Urban Growth Report process. We are grateful for the opportunity to have representation on the Stakeholder Roundtable.

The Washington County Chamber of Commerce represents a broad spectrum of businesses and community stakeholders who are deeply invested in the future growth and prosperity of our region. After thorough discussion with our members, we have identified several areas of concern in the UGR as currently drafted. We respectfully submit the following feedback for your consideration.

1. Definition and Classification of "Buildable Land"

One of our primary concerns revolves around the definition and classification of "buildable land," particularly in the context of industrial land supply versus housing capacity. The current draft report appears to contain significant discrepancies between what is considered "developable" land and what Metro is counting as a surplus of buildable lands.

Analysis suggests there is an oversampling of small parcels, particularly those under 10 acres, which are generally not attractive to industrial or commercial investors. Additionally, we have identified issues with several large parcels, including eight 50-acre sites that appear to be either defunct rock quarries or sites with serious constraints, making them effectively undevelopable.

We urge Metro to revisit the criteria used to classify industrial land and to apply more stringent layers of analysis to ensure that the data reflects the true potential for industrial development. It is crucial that Metro's data accurately represents the realities on the ground to avoid misguiding policy decisions based on an overestimated supply of viable industrial land. If the criteria are embedded in State Land Use laws or constraints, we believe it is incumbent upon Metro to actively seek changes to State Laws or Statute.

2. Employment Lands and Viability

Regarding employment lands, we recommend that Metro Council discount approximately 1,300 acres of land with a slope grade above 7%, as this exceeds the industry standard for commercial and industrial development. We also ask that the Council consider the fact that the average lot size for employment lands is currently 3.8 acres, with a median site size of just 1.7 acres. These dimensions are often insufficient for the needs of modern commercial and industrial developments.

3. Senate Bill 4 Super-Siting and Employment Land Expansion

During the 2023 Legislative Session, Senate Bill 4 gave the Governor super-siting authority under the Oregon CHIPS legislation (SB4) passed last session. Should the Governor choose to exercise this authority, we strongly urge the Metro Council to view this as an additive measure rather than a replacement for any employment land expansion decisions as it was contemplated by Legislators. The super-siting authority is a valuable tool for specific projects but should not substitute the broader need for increasing our employment land base.

4. Housing Capacity and the Need for Realistic Projections

The draft UGR significantly underestimates the region's housing needs. According to a report by ECOnorthwest, the Portland Metro Region is already facing a shortage of 59,488 homes, in addition to 10,683 homes needed for houseless populations. Furthermore, the report projects that the region will need to produce 294,853 new housing units over the next 20 years—far exceeding Metro's calculated range of 143,300 to 203,200 units.

We strongly recommend that Metro Council incorporate this supplementary data into the UGR and consider its implications, particularly in the context of Sherwood's expansion plans. The current projections in the UGR do not align with the on-the-ground realities of our housing market. We also urge the Council to reject the limiting housing development scenarios presented on page 38 of the report. Instead, Metro should adopt a policy framework that acknowledges both the low capacity for housing development within the Urban Growth Boundary (UGB) and the urgent, high need for new housing production.

The current scenario, which suggests a surplus of 9,050 units, is misleading and risks leaving our region severely underprepared for future housing demands. The reality points to a potential deficit of 84,000 housing units inside the UGB, a gap that Metro must address to avoid exacerbating the existing housing crisis. We believe that planning for adequate housing will help to mitigate the escalating costs of housing.

5. Planning for Growth, Not Decline

Finally, we believe that it is far wiser to plan for growth and be overprepared than to anticipate decline and risk underproducing housing and jobs. The current UGR seems to prophesy a conservative growth outlook, which could lead to economic stagnation and increased pressure on housing markets. We urge Metro Council to adopt the "High" Population growth forecast in the UGR to provide greater flexibility to local jurisdictions in meeting their communities' needs.

This recommendation is not just a matter of optimism but of prudent public policy. By planning for high growth, Metro can ensure that our region is prepared to meet the demands of a growing population, thereby avoiding future crises related to housing shortages and economic underdevelopment.

6. Washington County Chamber Support for Sherwood's Expansion Application

In addition to the concerns outlined above, the Washington County Chamber of Commerce fully supports the City of Sherwood's expansion application as presented. We believe that the Sherwood West North District Mixed Employment Area (MEA) is critical for addressing the region's growing need for industrial land and housing. The inclusion of this area within the UGB will help meet the demands of a

robust and expanding industrial market, provide opportunities for job creation, and contribute to the overall economic growth of the region.

It is essential that the final decisions reflect the true needs and potential of our community, and we remain committed to ensuring that the voices of our members and stakeholders are heard throughout this process.

We appreciate the significant amount of work that Metro has put into the Urban Growth Report, but we believe that adjustments are necessary to reflect the true needs of our region. We urge the Metro Council to take these concerns into account and to revise the UGR accordingly. The Washington County Chamber of Commerce stands ready to collaborate with Metro and other stakeholders to ensure that our region's growth is sustainable, equitable, and prosperous.

Thank you for your consideration.

Sincerely,



Deanna Palm
President/CEO

Miriam Hanes

From: Deanna Palm <[redacted]>
Sent: Friday, August 16, 2024 5:34 PM
To: Metro 2040
Subject: [External sender]Washington County Chamber Testimony on Draft 2024 Urban Growth Report
Attachments: Testimony for Metro Council Re Draft Urban Growth Report.pdf

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Please find attached testimony from the Washington County Chamber of Commerce in reference to Metro's 2024 Draft Urban Growth Report. Please feel free to reach out to me if you have any questions or need any additional clarification on our comments. Thank you!

Deanna Palm
She, her, hers
President/CEO

WASHINGTON COUNTY CHAMBER of COMMERCE

Washington County Chamber of Commerce
Phone: [redacted]
Email: [redacted]
www.washingtoncountychamberor.com
[redacted] | Hillsboro, OR 97124

Miriam Hanes

From: [redacted]
Sent: Friday, July 19, 2024 8:46 AM
To: Metro 2040
Subject: [External sender]Please Vote NO on the Sherwood Urban Growth request

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear METRO Council,

Say NO to the Sherwood request to expand the UGB. Although METRO has previously said YES to all city proposed UGB expansion requests, you should say NO to the Sherwood request. Please stick with your charter! From your website "...Portland area leaders saw an unfulfilled need to provide regionwide planning and coordination to manage growth, infrastructure and development issues that cross jurisdictional boundaries. They also saw a need to protect farms and forests from urbanization and to provide services that are regional in nature."

The Sherwood proposal uses inaccurate population growth data. Read and listen to your own Expert Analysis reports. The minimal population growth will come only from net migration. The state is also looking at alternative scenarios. Read the "Zero Migration" report from the Oregon Office of Economic Analysis at Report: Zero Migration, a Demographic Alternative Scenario | Oregon Office of Economic Analysis (oregoneconomicanalysis.com)

Job estimates - simply a Field of Dreams estimate, if you build it they will come. But, they will not come from out of state, they will come from other parts of Metro. Everyone hopes they will get a microprocessor factory, but another Amazon warehouse employing robots is more likely.

New Housing – politically correct position, but simply wrong. This will not drive housing prices down. Does anyone really believe that this growth will help solve the homeless problem?

Infrastructure – We are taxed enough already, please STOP! The proposed roadway improvements are not nearly enough to move the increased amount of traffic.

This UGB expansion is NOT needed, it is wanted. It is backed primarily by the city government and developers. Why they support this UGB expansion is unclear, but there are clues when you look at the list of Supporters provided by Sherwood in the proposal, and by this statement made by Mayor Rosener at the last MPAC meeting. He said something to the effect... "We have speculators who have bought up the land or have options on those lands, to do land assembly. There is some grease on the wheels there."

Please stop the sprawl and protect farms! Support infill. Support real estate re-development to address the housing. Support re-purposing of unused office space resulting from folks working from home.

Thank you for your consideration,

Jo and Alan Pearson
[redacted]
Sherwood, OR 97140

Miriam Hanes

From: [redacted]
Sent: Sunday, August 18, 2024 6:29 PM
To: Metro 2040; Marissa Madrigal; Lynn Peterson; Gerritt Rosenthal
Cc: Sherwood Farm Alliance; [redacted] Al Pearson
Subject: [External sender]Please REJECT Sherwood's UGB Growth Request

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

We strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. METRO needs to execute on one of their primary purposes, and stop unnecessary urban sprawl.

NOT NEEDED
In 2022 Metro projected Sherwood would grow by a scant 3% over the coming decades. The Sherwood School District has forecasted enrollment for the new high school will begin to DECLINE in 2027. Sherwood has enough vacant land to accommodate new housing and jobs for years to come, when planned and developed wisely.

Metro's research concluded there is enough industrial land inside the existing Regional UGB for another 20 years. Metro's research on Residential land shows most land brought into the UGB in the last 20 years remains undeveloped.

FALSE PREMISES
Taxes will increase. I testified and asked for a Taxpayer Impact Statement, yet none is available to my knowledge. Residents should understand how Sherwood and its residents will pay for the new roads, sidewalks, water and sewer, and not just an "agreement" to figure it out later. Yes, the developers will pay for a portion of the initial infrastructure, but WE will be left with more financial obligations to pay for the operating and maintenance costs, even though we do NOT need the new land to keep pace with growth in Sherwood.

Trust in Leadership is rapidly eroding. Statements like "Developers and speculators have already bought land or rights...", "Wheels have been greased...", and then the Washington County testimony supporting Sherwood and stating something like "WE encourage METRO to adopt the high population estimate so they could get more funding..." This is astounding, but sadly not surprising, behind the scenes behavior.

NOT WANTED
84% of the people in Sherwood who participated in an online poll in 2021 OPPOSED the UGB expansion. If you actually read the verbatims in the Sherwood proposal, there is little support for this expansion by the residents.

We stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Alan and Jo Pearson

Miriam Hanes

From: Bridget Perkins [redacted]
Sent: Tuesday, August 20, 2024 8:29 PM
To: Metro 2040
Subject: [External sender]No to the boundary expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres.

This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes.

I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Bridget Perkins

Miriam Hanes

From: Stu Peterson <[redacted]>
Sent: Sunday, July 21, 2024 8:19 PM
To: Metro 2040
Subject: [External sender]RE: Sherwood West Concept plan

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In reference to the above mentioned urban expansion I want to express my support for this planned expansion. There is an acute shortage of all types of developable land in the tri county area, but in particular Industrial property is lacking. AS a commercial real estate broker of 42 years focused in the Metro region but SW in particular, I have represented many of this submarkets largest employers. Lately I have seen a trend by some to relocate to other areas of the state, or out of state due to the lack of available land and/or facilities to house expansion. The housing shortage in the region is mentioned often in the press and is a focus of the state leadership, but the shortage of industrial land is more acute in our region is more acute, and in my opinion, more important. Our region cannot prosper without our industrial employers being retained and the shortage of industrial property in the metro region is causing out migration of these stalwarts of our business community.

Stu Peterson SIOR
Macadam Forbes
[redacted]
Lake Oswego OR 97035
[redacted]
Initial Agency Disclosure Packet

JOHN A. RANKIN, LLC.
Attorney/Consultant
[redacted]
Lake Oswego, Oregon 97035

Mailing Address:
[redacted]
Murrieta, California 92562
[redacted]
email: [redacted]

July 30, 2024

VIA EMAIL ONLY

Metro Council
c/o Ms. Marissa Madrigal
Chief Operating Officer
Metro Services District
600 NE Grand Ave
Portland, OR 97232
[redacted]

Re: Letter of Support For Metro Council's 2024 UGB Decision For Inclusion of the Sherwood West Concept Plan Area.

Dear Councilors Peterson, Simpson, Lewis, Rosenthal, Gonzalez, Nolan, and Hwang:

Please accept this letter as our second and supplemental official Letter of Support on behalf of those Sherwood West property owners, whom we currently represent and have represented in the past from the beginning of the Sherwood West planning process nearly ten years ago, requesting that your December 5, 2024 final decision approve the City of Sherwood's "Ask" to expand the Metro UGB to include the entire Sherwood West 1,291-acre Planning Area into the current Metro UGB boundary.

We respectfully submit this testimony on behalf of our current and former mostly very long term generational Sherwood farm and community family clients, Elanna Schlichting, manager of the Schlichting Family Century Farm LLC (owners of approximately 38 acres), Nancy Perkins and Kevin Sabbe, Trustees of the Sabbe Family Trust (owners of approximately 32 acres), and the Glen T. Wetzel Family (owners of approximately 0.46 acres), all located in the North District, as well as the Mandel Farms, LLC (owner of approximately 57 acres) and Prodigal Son LLC. (owner of approximately 20 acres) both located in the West District, all of

which represents approximately 147 acres or nearly 12% of total land located within Sherwood West.

From years of experience representing a number of Oregon cities in various capacities and being intimately involved in comprehensive and concept plan since the 1970's and 1980's, and based on recent review of Metro's Draft July 2024 Urban Growth Report ("UGR"), please see the following executive summary of our written and oral testimony to both the City of Sherwood over the years, our initial April 2024 letter to you, and our review of the UGR in light of recent promising trends on the horizon of our lives and our communities, locally and nationally, which ultimately argue in favor of and support for your affirmative decision to expand the Metro UGB to include the entire Sherwood West Concept Plan:

1. The City of Sherwood and the Sherwood Community has worked very hard for many years with the help of Metro Council Staff and thousands of hours of City and County officials and staffs, with the valuable input of countless community volunteers and consultants from the entire collection of interested parties and local and state agencies and the many vital NGOs, all of which have provided important and essential input to shape and create the unique Sherwood West Vision for the future of all of its existing and future residents and businesses.

2. Sherwood West is the first time the City and Community and all players has systematically and comprehensively supported and created a visionary UGB expansion of this scope, which will provide the road map forward beyond our current lifetimes.

3. Sherwood West is the first expansion request to incorporate many of the middle housing (and thus more affordable housing) options of the continuing local and statewide Smart Growth legacy.

4. Sherwood West:
    a. Protects and enhances the viable farm and forest lands surrounding Sherwood.
    b. Protects and enhances the existing special natural resources of the Area that are so important and beloved throughout our community and county and state.
    c. Encourages distinct and diverse middle housing types, in livable and walkable neighborhoods close to commercial areas as built environments centered around those existing natural resources.
    d. Helps address Sherwood's local housing crisis and particularly its need for affordable housing to meet its changing demographics.
    e. Provides a much-improved Jobs/Housing Balance centered in the North District Employment Area that will help ensure that Sherwood West's vision is economically sustainable into the future.
    f. Which Balance is specifically planned to attract advanced manufacturing and high-tech support services that by purposefully reducing the need for direct "major highway access" and reducing the number of trips and miles between home and work will further enhance Sherwood's collective goal to be as "carbon neutral" as possible.
    g. Provides affordable opportunities to more small women owned and BIPOC businesses in the North District and the planned commercial areas.

5. In recent "Ask" cycles, as Sherwood continued to refine its Sherwood West Plan, other communities within the Metro UGB and especially in the South and West Metro Areas

have been given significant UGB expansions into urban reserve areas which were comprehensively planned and are being and will be comprehensively developed for many years into the future. Sherwood needs and respectfully requests that same opportunity.

6. Nationally, despite what we thankfully are seeing "in the rear-view window":
    a. Inflation appears to be under control and been reduced significantly year over year confirming the "soft landing" we all hoped for, and
    b. The Federal Reserve is this week signally that its next interest rate reduction will occur in September 2024, as the recovery continues to trend upward.
    c. All of which will encourage a return to sustainable growth in all sectors and with Sherwood's current housing crisis and need for more employment land provides the support for your December decision to expand the UGB to include all of Sherwood West.

7. We continue to sincerely believe the best way to make certain a great Concept and Community Plan like Sherwood West truly succeeds is to make certain the entire Plan is fully implemented for the reasons given in our April 4, 2024 Letter of Support, including but not limited to:
    a. We need only look at the decades old and recent successful UGB expansions from Villebois in Wilsonville to River Terrace in Tigard and others in Hillsboro in West and Southwest Metro;
    b. Piecemeal or phased expansions always result in anomalies and subtle and not-so-subtle resulting amendments that blur a city's vision and frustrate the intended balancing of the complex inter-relationships of planning efforts and the natural and built environments; and
    c. The City and Community can then work on an "economies of scale" basis with all potential developers and affected agencies to ensure the City's Strategic Funding Program works most efficiently and effectively to realize the vision.

8. Sherwood has created a viable Sherwood West Final Infrastructure Strategy which will work to phase development and enhancement of the built and natural resources environments.

9. Significant interest in Sherwood West from quality members of the development community, both locally and nationally, has been generated, particularly in the industrial employment lands designated in the North Area in the last year, resulting our receipt of a purchase offer from a serious and respected national development company who has been active in the Portland Metro Area and Pacific Northwest for many years.

Again, thank you for the opportunity to present this final letter of support on behalf of all of us who live and/or work in the Sherwood and in the Sherwood West Planning Area.

We continue to look forward to your decision to expand Sherwood's UGB to include the entire Sherwood West Planning Area and give the City the ability to create and implement Sherwood West as a great addition to the City and the Sherwood Community as well as to the greater Portland Metro Area.

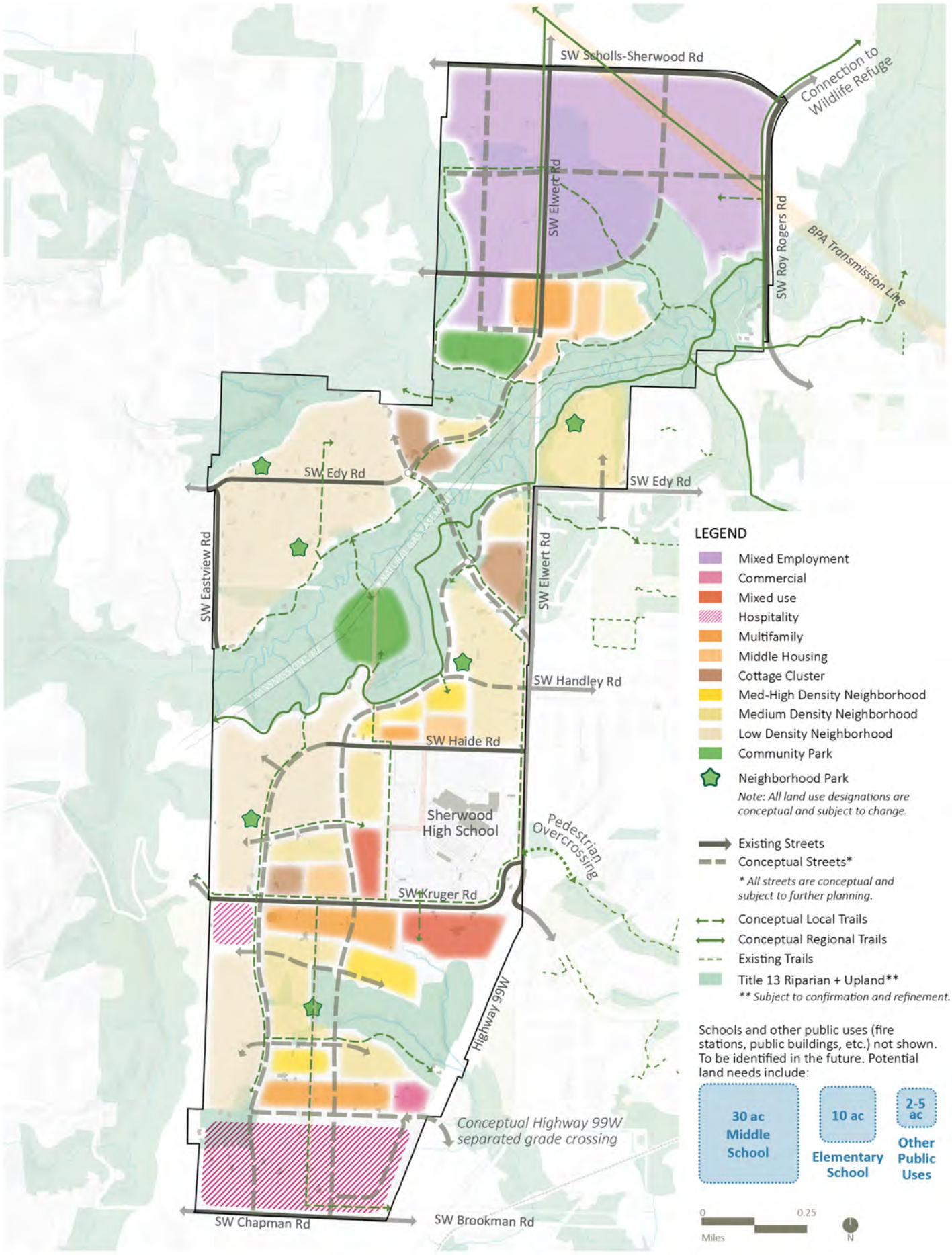
Finally, a profound thanks to you all and your staff's help and support of the City's long-term efforts to create the Sherwood West Plan.

Very truly yours,

John A. Rankin

JAR/bhs
Enc: Sherwood West Map
Pc: Gerritt Rosenthal, District 3 Councilor
Via email: [redacted]
Eric Rutledge
Community Development Director
Via email: [redacted]
Bruce Coleman
Economic Development Director
Via email: [redacted]
Clients and Former Clients via email

Figure 8. Composite Concept Plan Map



003404

Miriam Hanes

From: John Rankin [redacted]
Sent: Tuesday, July 30, 2024 9:32 AM
To: Marissa Madrigal
Cc: Metro 2040; Gerritt Rosenthal; Eric Rutledge; Bruce Coleman
Subject: [External sender]Public Written Testimony to Metro Council and Staff - Sherwood West Planning Area 2024 "Ask"!
Attachments: Public Written Testimony to Metro Council - Sherwood West Concept Plan 07302024.docx; Sherwood West Composite Concept Map 4-3-24.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Ms. Madrigal and Councilors Peterson, Simpson, Lewis, Rosenthal, Gonzalez, Nolan, and Hwang:

Please kindly accept our attached Public Written Testimony Letter regarding the City of Sherwood's 2024 "Ask" for the expansion of the Metro UGB to include the Sherwood West Planning Area.

If you have any other questions or comments or need additional help, please let me know. Thanks.

Best to you all and your families!

John
John A. Rankin LLC
Attorney at Law/Consultant
[redacted]
Lake Oswego, Oregon 97035

Mailing address:
John A. Rankin, LLC.
Attorney (Oregon)/Consultant
[redacted]
Murrieta, CA 92562-8712
[redacted]
Email: [redacted]

****

IMPORTANT NOTICE: This communication, including attachments, may contain confidential communications and/or privileged information. If you have received it in error, please delete it and notify me. Thank you.

Miriam Hanes

From: Terry R <[redacted]>
Sent: Saturday, August 17, 2024 7:57 AM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Sherwood UGB Expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely, Terry Repp

Miriam Hanes

From: Al Jeck [redacted]
Sent: Tuesday, July 23, 2024 3:36 PM
To: Metro 2040
Subject: [External sender]Letter to Metro Council; Urban Growth Report
Attachments: 2024-07-23 Letter of support to Metro KR.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Please see the attached letter of support for the Urban Growth Report and the Sherwood West UGB Expansion request. Thank you.

Al Jeck
Venture Properties, Inc.
[redacted]

VentureProperties
INCORPORATED

Creating Tomorrow's Communities Today

July 23, 2024

Council President Peterson and Metro Councilors
c/o [redacted]

Re: Draft Urban Growth Report

President Peterson and Councilors:

My name is Kelly Ritz, President of Venture Properties, Inc. and our associated home building company, Stone Bridge Homes NW, LLC. In 2015, we began development of the Mandel Farms subdivision, an 86-lot detached home community at Edy and Elwert Roads in Sherwood. We closed on our last home in October 2019. It was a successful project for us, and we are very appreciative of the support we received from the Sherwood community and city staff.

Shortly after starting Mandel Farms, we began working with City Planning staff and several property owners in the Sherwood West area to advocate for a potential urban growth boundary expansion for all or a portion of Sherwood West. Much study and discussion has taken place in the years since, culminating in an extensive two-year planning process and adoption of the Sherwood West Concept Plan in 2023. This led to a request to Metro later that year to expand the Urban Growth Boundary to include 1,300 acres within Sherwood West.

A key part of Metro's review of this request includes the recently completed draft Urban Growth Report. This report concludes that under baseline population forecasts, "approximately 150,000 additional homes are needed to meet expected population growth over the next 20 years," and to meet this demand, "we must continue to focus on public investment and removing barriers to housing production." Land to accommodate this growth will need to come from a variety of current, redevelopment, and urban expansion sources. Sherwood's UGB expansion request, created from strong community support, offers a thoughtful blueprint for a diversified residential-industrial-employment planned community. We believe that their plan has the best chance of supplying a mix of single-family, middle housing, and multi-family options for all age ranges now and into the future.

My companies and I wholeheartedly endorse your acceptance of the Urban Growth Report and recommend your continued review and approval of the Sherwood West Urban Growth Boundary expansion.

Thank you for your consideration of our testimony.

Sincerely,

Kelly Ritz, President
Venture Properties, Inc.

[redacted] Lake Oswego, Oregon 97035 • [redacted]

Miriam Hanes

From: Bruce Coleman <[redacted]>
Sent: Wednesday, July 24, 2024 6:52 AM
To: Al Jeck; Metro 2040
Cc: Eric Rutledge
Subject: [External sender]RE: Letter to Metro Council; Urban Growth Report

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Thank you Kelly and Al,

Brucce

Bruce Coleman
Economic Development Manager
City of Sherwood
[redacted]
Sherwood, OR 97140
[redacted]
www.sherwoodoregon.gov/economicdevelopment
[redacted]

ABOUT SHERWOOD ECONOMIC DEVELOPMENT: Sherwood offers many strategic advantages for business investment and economic development. Conveniently located in the southwest/I-5 Corridor of Greater Portland's Silicon Forest. Rated the 2nd safest city in Oregon, Sherwood also boasts a highly skilled workforce, outstanding schools, and strong community spirit. Sherwood enjoys easy access to I-5, I-205, Highway 99W and the Portland International Airport. Sherwood has a pro-business city government and encourages a wide range of businesses to locate and grow here, from startup entrepreneurs to Main Street businesses, to high technology advanced manufacturing. Sherwood boasts an engaged and collaborative city staff. We are actively creating new locations to serve our growing business community. We invite you to explore business growth opportunities in Sherwood.

From: Al Jeck <[redacted]>
Sent: Tuesday, July 23, 2024 3:36 PM
To: [redacted]
Subject: Letter to Metro Council; Urban Growth Report

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

Please see the attached letter of support for the Urban Growth Report and the Sherwood West UGB Expansion request. Thank you.

Al Jeck
Venture Properties, Inc.
[redacted]

This email may contain confidential information or privileged material and is intended for use solely by the above referenced recipient. Any review, copying, printing, disclosure, distribution, or other use by any other person or entity is strictly prohibited and may be illegal. If you are not the named recipient, or believe you have received this email in error, please immediately notify the City of Sherwood at [redacted] and delete the copy you received.

Miriam Hanes

From: Lindsay Roberts <[redacted]>
Sent: Thursday, August 15, 2024 9:41 PM
To: Metro 2040
Subject: [External sender]I oppose the Sherwood West Urban Growth Boundary expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

As a resident and taxpayer of Sherwood, I strongly oppose the 2024
Sherwood West Urban Growth Boundary expansion proposal and the proposed expansion of the Urban Growth Boundary by 1291 acres. This excessive and unnecessary plan would destroy vital farmland, displace wildlife, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Lindsay Roberts
[redacted]
Sherwood, OR 97140
[redacted]

Miriam Hanes

From: STEVE ROSS [redacted]
Sent: Thursday, August 22, 2024 6:23 PM
To: Metro 2040
Cc: [redacted] Marissa Madrigal; Lynn Peterson; Gerritt Rosenthal; [redacted]
Subject: [External sender]Sherwood Urban Growth Boundary

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Steven Ross

Miriam Hanes

From: LOYAL ROTH [redacted]
Sent: Tuesday, August 20, 2024 3:19 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]UGB expansion proposal

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely, Loyal Roth

Rothchild Construction Co. Inc
[redacted]
Sherwood, OR 97140
CCB # [redacted]

Miriam Hanes

From: Dan Rutzick <[redacted]>
Sent: Thursday, August 22, 2024 6:09 PM
To: Metro 2040
Subject: [External sender]2024 Draft UGR Comment

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hello,

The 2024 UGR has implications for local government planning processes as Metro's subsequent distributed forecasts inform local Housing Capacity Analyses, Economic Opportunities Analyses, and Regional Transportation Plan modeling.

The City of Hillsboro recommends Metro rely on a high population growth forecast to allow our region to be nimbler in addressing current and future housing and employment needs.

The 2024 Draft UGR demand scenario 4 involves faster household growth in 2044 coming from increased in-migration of younger households, consistent with historic migration dynamics, who typically seeking multifamily and middle housing. Though younger households who migrate to the region by 2030, 2035, and 2040 may initially prefer multifamily or middle housing, many will continue to demand single-unit detached for their growing household size and other reasons. The City of Hillsboro recommends Metro add a new UGR demand scenario 5 that involves faster household growth coming from increased in-migration of younger households, consistent with historic migration dynamics, but with a larger percentage of single-unit detached to meet the demand during the next 20 years.

Though the Draft UGR shows the region as having sufficient total industrial capacity, much of the industrial land supply consists of smaller parcels with an average lot size of 3.8 acres and a median lot size of 1.7 acres. The Draft UGR mentions there are only eight sites over 50 buildable acres inside the UGB that are available to the general industrial market. The final 2024 UGR should highlight the lack of sufficient large-lot industrial sites 25 plus acres in size available to the general industrial market. The final 2024 UGR should also highlight that less than 6% of the taxlots available to the general industrial market are medium-sized sites between 10 and 25 acres.

Thank you,

Dan Rutzick | he/him | *Long Range Planning Manager*
City of Hillsboro | Community Development: Planning Division
[redacted]
Hillsboro-Oregon.gov | Engage with Us

Miriam Hanes

From: Terrel Smith [redacted]
Sent: Monday, August 5, 2024 6:21 PM
To: Metro 2040
Subject: [External sender]Sherwood West Expansion Plan

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To whom it may concern,

I am writing in support of the Sherwood West Expansion Plan. Here is a link to the rationale for my support. It is my opinion that this is a very good plan for the appropriate expansion of west Sherwood and fits with the logical development surrounding the Sherwood High School and other areas.

Sincerely,

Terrel Smith
Retired teacher-Sherwood High School
[redacted]

Request that the Metro Council:

- **Approve the Sherwood West Concept Plan as proposed by the Sherwood community. Changes to the plan threaten community support.**
- Add 340 net acres of residential land to the UGB as proposed in the Sherwood West Concept Plan.
- Add 130 net acres of flex industrial land to the UGB as proposed in the Sherwood West Concept Plan.
- Add 135 net acres of commercial and hospitality land to the UGB as proposed in the Sherwood West Concept Plan.

Background Information:

Urban Reserve designation

- Sherwood West is proposed within an Urban Reserve. Urban Reserves are lands suitable for accommodating urban development over the next 50 years.
- Land that is considered most important for commercial agriculture and forestry use is in rural reserves and not eligible for urban expansion.
- City has clearly answered question of readiness and has prepared for adding Sherwood West to the UGB.

Regional Growth Projections

- Our region is growing and is expected to add an average of 15,000 new residents per year through 2044.
- Sherwood is preparing for its share of growth through the Sherwood West Concept Plan.
- The Sherwood School District supports the Sherwood West proposal. The School District Board of Directors and the Superintendent have expressed strong support for the plan.
- Our region will add approximately 315,000 new residents and 137,000 new jobs over the next 20 years under a baseline growth scenario.

Community Engagement

- Since 2021, the City has held over 30 public meetings on Sherwood West. The public engagement process was highly publicized, thorough and inclusive. The Sherwood West vision was developed by the Sherwood community.
- The diverse range of residents and stakeholders were represented on the Community Advisory Committee and Technical Advisory Committee.

- The Sherwood West Concept Plan has strong local support including unanimous approval from the Sherwood Planning Commission, Sherwood City Council, and Washington County Board of Commissioners.

Housing

- Sherwood and the Portland region are experiencing a housing crisis. The severe shortage of housing has increased prices and reduced affordability for all. Between 2017 and 2022, the Portland region experienced a 50.4% increase in homelessness.
- The Sherwood West Concept Plan will provide a minimum of 3,100 new units including mid-rise apartments, missing middle housing, and single-family detached residences. A minimum of 43% of new housing will be middle and multi-family housing.
- The plan proposes innovative zoning types including cottage cluster only and middle housing only zones will provide opportunities for first time home buyers and empty nesters to stay within or relocate to our region.
- Sherwood West proposes between 43% - 68% middle and multi-family housing. The range depends on how much middle housing is constructed in certain zones.

North District Employment Land

- The Sherwood West employment land provides opportunities for equitable economic growth.
- Employment land is not just about a simple supply and demand analysis. Economic development requires a land supply that enables specific industries to thrive.
- The average industrial parcel size in the metro region is 1.7-acres. Our region is facing an industrial land supply crisis similar to the housing crisis. Small BIPOC and women owned businesses are most vulnerable to rising business costs.
- The industrial vacancy rate in Washington County is 2.5% making business more expensive for key target industries. Small businesses are impacted the greatest by high industrial land costs and lease rates.
- Sherwood grew it's industrial and manufacturing base twice as fast than the region between 2017 and 2022.
- The Sherwood West site is competitive and will lead to new jobs for a growing part of the region.

Annexation and Development Phasing

- Sherwood is committed to thoughtful planning and careful growth over time.
- Approval of the UGB expansion does not immediately bring the land into the City of Sherwood. The land remains part of unincorporated Washington County until formally annexed into the City of Sherwood.
- Growth is expected to occur first at key nodes with access to infrastructure like near the new Sherwood High School.

- The Concept Plan includes a Preliminary Infrastructure Funding Strategy that describes how new infrastructure will be funded. Where current SDC rates do not cover the cost of infrastructure, a broad range of funding tools will be considered.

CLACKAMAS COUNTY

BOARD OF COUNTY COMMISSIONERS
PUBLIC SERVICES BUILDING
[redacted] OREGON CITY, OR 97045

Metro Council
600 NE Grand Ave.
Portland, OR 97232

August 14, 2024

RE: Draft 2024 Urban Growth Report

Dear President Peterson and Metro Councilors:

Thank you for the opportunity to comment on the Draft 2024 Urban Growth Report (2024 UGR) and Sherwood West urban growth boundary (UGB) expansion proposal. We recognize that completing this report during these times of uncertainty is extremely challenging. The report acknowledges that while there may be slower projected population and employment growth, the on-going housing availability crisis and continual need for large-lot employment land are factors that should not be minimized.

First, we urge the Metro Council to select the **high growth rate for both population and employment**. Planning for high growth will give jurisdictions the latitude not only to attract more investment opportunities in the region, but also to appropriately balance housing needs, land use, economic development, and transportation planning. Assuming low or baseline growth rates may result in unintended, adverse effects, by constraining local jurisdictions' ability to respond in real time to address population, employment, and housing requirements. It is also critical that findings within the 2024 UGR support necessary UGB expansion without forcing the removal of land from other locations.

As part of the Oregon Housing Needs Analysis (OHNA), the State will assign specific housing targets to individual jurisdictions beginning in 2025. This new paradigm for housing accountability necessitates consideration of the specific land need within individual jurisdictions rather than a singular focus on regional land supply. Selecting the high growth rate for both population and employment will create the best opportunity to meet the coming state-mandated housing targets and will allow the region to be more responsive and proactive in attracting potential new employers.

Second, we have concerns with **Metro's methodology that asserts that we have a surplus of industrial lands (nearly 6,000 acres) available inside the UGB to serve our region's need over the next 20 years**. We appreciate the supplemental industrial lands analysis, based on site criteria, that was developed as a part of the City of Sherwood's expansion request. However, **we believe**

that Metro's methodology for determining industrial "buildable lands" is flawed because it does not consider key site criteria factors in developing the Buildable Lands Inventory.

The 2024 UGR cites that of those 6,000 surplus acres, the average industrial parcel size is 3.8 acres, with a median industrial parcel size of 1.7 acres. Market factors indicate that firms seek parcels that are a minimum of 5 acres and are developable in 7 to 30 months or less. It is also clear that there is demand for large-lot industrial sites of 20, 50 and 100 acres in Clackamas County, and Metro's current method of evaluating industrial land supply fails to address this demand. In short, the lands that Metro is considering developable are not sufficient to meet the market need.

Clackamas County continually faces the challenges of not having an inventory of available and suitable employment land to support industry and employment for our workforce. While we know that the 2024 UGR decision is only one of many factors that influences the development of land, it is essential that this decision is made in a way to best support growth in all of our communities.

Finally, the comment period for the 2024 UGR was not sufficiently long to allow a robust discussion of these important issues. In the future, we urge Metro to provide a 90-day comment period between release of the draft UGR and issuance of the Metro Chief Operating Officer's recommendation to the Metro Council. It is imperative that local jurisdictions be given an adequate opportunity to weigh in on the UGR at an early point in the process. That said, we are looking forward to future opportunities to communicate with the Council before the Urban Growth Management Decision is made later this year.

In closing, the Urban Growth Management Decision process is driven by legal obligations that do not always translate into market reality. Discussions about the future can begin with questions on whether the region has the right amount of land to support housing and job growth, but they must not end with a simple yes or no answer. We are supportive of Metro Staff's recent proposal to update the 2040 plan and look forward to the opportunity to develop a better approach to planning for a bright future for our region.

Sincerely,

Clackamas County Board of Commissioners

Tootie Smith, Chair

Commissioner Paul Savas

Commissioner Martha Schrader

Commissioner Mark Shull

Commissioner Ben West

Miriam Hanes

From: Leonhr [redacted]
Sent: Wednesday, August 21, 2024 12:57 PM
To: Metro 2040
Cc: Home Standridge
Subject: [External sender]Concerns About the Proposed Sherwood West Concept

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

>> I am writing to express my concerns regarding the Draft Urban Growth
>> Report and the City of Sherwood's proposed Sherwood West Concept.

>> First, the Draft fails to incorporate or thoroughly analyze the
>> figures upon which the Concept is based. Instead, it seems to merely
>> assess the City's "readiness" for expansion. While the City may
>> perceive itself as prepared to expand, the more important question is whether it should expand.
>> In my opinion, the answer is no. The proposed expansion is
>> unwarranted, as Sherwood has likely already reached its peak in terms
>> of the population that should or will move into the area.

>> For instance, the new high school was justified on the basis of
>> expected population growth, yet it has not come close to meeting the
>> attendance figures used to pass the Bond measure. We must be cautious
>> and not rely on the self-serving numbers the City provides when
>> making decisions about the Sherwood West Concept.

>> Furthermore, farmland is vital and irreplaceable. It is a key part of
>> the character of our city. Sherwood has already converted enough
>> farmland into developed areas. The thought of adding light industrial
>> buildings or more housing on the west side of our beautiful city is
>> unnecessary now and in the future. The residents of Sherwood have
>> been clear in their opposition to further expansion. Even METRO's
>> data shows that Sherwood's population is expected to increase by less
>> than 1,000 people over the next 20 years. Let's preserve the beauty that surrounds our city.

>> Thank you for your time and attention to these concerns.

>> Leon Standridge
>> [redacted]
>> [redacted]

Miriam Hanes

From: michelle Standridge [redacted]
Sent: Wednesday, August 21, 2024 1:21 PM
To: Metro 2040
Subject: [External sender]Draft Urban Growth Report/Sherwood Expansion

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August 21, 2024

METRO
Urban Growth Management Team
600 NE Grand Ave,
Portland, OR 97232

RE: Urban Growth Report, Draft 2024

Dear Council Members,

I am writing to provide comment on the Draft Urban Growth Report pertaining to the City of Sherwood's proposed Sherwood West Concept.

In reviewing the proposed draft report, I find the city of Sherwood's proposal to increase the city by 41% to be lacking in reliable data and concrete reasoning for such an expansion.

The west side of the city is already an area of congestion and outdated infrastructure. To add additional homes, light industrial buildings and traffic would severely impact the area, while requiring the loss of valuable, irreplaceable agricultural land and open space.

The impact on taxpayers for additional bond measures to then pay for roads, utilities, increased police and fire department services would also be a significant burden for a project that has shown no overall benefit to improving the quality of life for the residents of the community.

The layoffs currently occurring with Intel and other businesses in Washington County should be a cause for a cautious and well reasoned approach to solving a problem that does not exist for this area.

Thank you for your time in reviewing my correspondence.

Sincerely,
Michelle Standridge
[redacted]

Miriam Hanes

From: Jess Sunset <[redacted]>
Sent: Saturday, August 17, 2024 8:48 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Opposition to Sherwood West Concept Plan

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To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Jessica and Randy Sunset

[redacted]

Sherwood, OR 97140

Miriam Hanes

From: Conrad Thomason <[redacted]
Sent: Monday, August 19, 2024 12:13 PM
To: Metro 2040
Subject: [External sender]Message To whom it nay concern

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As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Conrad Thomason
[redacted]
Sherwood, OR 97140

Miriam Hanes

From: kerrville <[redacted]>
Sent: Wednesday, August 21, 2024 10:39 AM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]West urban growth boundary expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

As a resident and taxpayer of Sherwood
I strongly oppose the
Expansion of the West Urban Growth Boundary by 1,291 acres.
I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal!!
Please!
Sincerely,
Carolyn Thomason

Sent from my Verizon, Samsung Galaxy smartphone

Miriam Hanes

From: Jodi Tsutomi <[redacted]>
Sent: Tuesday, August 6, 2024 12:37 AM
To: Metro 2040
Subject: [External sender]Sherwood West Concept Plan

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Dear Metro Council,

Good evening and thank you for your time. I am writing this letter in support of the Sherwood West Concept Plan as proposed and supported by the Sherwood community and Sherwood City Council.

"New" and "fresh" are two words that come to mind in regards to this comprehensive plan. New strides and fresh faces. New ideas and fresh goals. New directions and fresh opportunities. This plan offers practical, thoughtful and forward movement; with a sustainable core based on values for healthy growth, preserving open spaces and upholding the strengths and benefits inherent in Sherwood.

Three key factors of the Sherwood West Concept Plan that in my opinion highlight its vital role:
1. Positive employment growth trends at 18% from 2017-2022.
2. Promoting a steady and robust economic growth and resdiential housing.
3. "2024 ECOnorthwest analysis North District Mixed Employment Area (MEA) of Sherwood West Concept Plan has site characteristics that make the land better suited to accomodate the industries that are growing and expanding in the Portland Metro area."

Sherwood must grow and evolve in a balanced way and I feel that the Sherwood West Concept Plan as proposed is that backbone.

Best Regards,
Jodi Tsutomi
Sherwoodian

Miriam Hanes

From: Jodi Tsutomi [redacted]
Sent: Tuesday, August 6, 2024 1:06 AM
To: Metro 2040
Subject: [External sender]Sherwood West Concept Plan

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Dear Metro Council,

Good evening and thank you for your time. I am writing this letter in support of the Sherwood West Concept Plan as proposed and supported by the Sherwood community and Sherwood City Council. I am asking the Metro Council to approve the Sherwood West Concept Plan as proposed.

"New" and "fresh" are two words that come to mind in regards to this comprehensive plan. New strides and fresh faces. New ideas and fresh goals. New directions and fresh opportunities. This plan offers practical, thoughtful and forward movement; with a sustainable core based on values for healthy growth, preserving open spaces and upholding the strengths and benefits inherent in Sherwood.

Three key factors of the Sherwood West Concept Plan that in my opinion highlight its vital role:
1. Positive employment growth trends at 18% from 2017-2022.
2. Promoting a steady and robust economic growth and resdiential housing.
3. Per the 2024 ECOnorthwest analysis: "North District Mixed Employment Area (MEA) of Sherwood West Concept Plan has site characteristics that make the land better suited to accomodate the industries that are growing and expanding in the Portland Metro area."

Sherwood must grow and evolve in a balanced way and I feel that the Sherwood West Concept Plan as proposed is that backbone.

Best Regards,
Jodi Tsutomi
Sherwoodian

Miriam Hanes

From: Wayne Vandekraak <[redacted]>
Sent: Thursday, August 15, 2024 3:42 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]West Urban Growth Boundary Expansion

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To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

--
Wayne Vandekraak
[redacted]

August 22, 2024

Metro Urban Growth Management Team
600 NE Grand Ave.
Portland, OR 97232

RE: Draft 2024 Urban Growth Report

Dear Metro Urban Growth Management Team,

Thank you for the opportunity to review and provide comments on the Draft 2024 Urban Growth Report (UGR). This memo summarizes technical comments from Washington County Land Use & Transportation staff.

We appreciate the work Metro has done for the region's livability in managing the Urban Growth Boundary (UGB) in a way that balances the need to protect rural land uses and provide an adequate supply of land that has a high likelihood of successfully developing into places to live, work, visit, and play. Staff appreciate the opportunity to participate in the process through the Land Use Technical Advisory Group (LUTAG), Metro Technical Advisory Committee (MTAC), the Transportation Policy Advisory Committee (TPAC) and the economic development forum. We also appreciate the time that Metro staff have spent sharing their work with us and other partners through various committees and organizations throughout the process.

Since the origin of the Metro Urban Boundary, jurisdictions in Washington County have shown their ability to plan for expansions of the UGB areas in a way that creates desirable communities. We respectfully request that Metro correct the number of housing units built in North Bethany since the UGB expansion in 2002. The Draft UGR reports that only 573 units have been built, but the actual number is closer to 4,000. This is an important detail because it shows the success of building communities within UGB expansion areas over the last twenty years.

The primary concerns of Washington County staff are how the technical tools have been applied to evaluate the most likely development potential and demand scenarios. These concerns have been raised by the County and other partners throughout the review process. Two examples follow:

- The scenarios that Metro prepared along with the three growth forecasts assigned a demand share for single- and multi-family units. The high growth projection was paired along with the high demand for multi-family product scenario, and we did not see results of the high growth forecast modeled with high demand for single-family product or an even split. We believe that it is important to ensure adequate land for a

Department of Land Use & Transportation
[redacted] Hillsboro, OR 97124-3072
Phone [redacted]
www.washingtoncountyor.gov

variety of housing types. Past trends have shown that much growth (both single and multi-family) is happening outside of town centers, reflecting market realities from both a supply and demand perspective. Supporting and incentivizing growth in our town center areas is a part of the solution to our housing crisis but so are carefully planned UGB expansions and infill development all around the region. The limited scenarios shared in the draft UGR did not prepare us to evaluate the effects of these options.

- For employment/industrial needs, the evaluation of industrial land supply needs to account for the available size of properties and the flat topography needed by modern large-scale industrial development. While land with slopes between 5% and 25% has been successfully developed into new residential areas, and to some extent new commercial areas, the parts of the region's industrial land supply that are this topographically challenging are unlikely to be financially viable. Flatter industrial land is a prerequisite to future growth in industrial employment. Metro should update the calculations of available employment/industrial land to remove steep slopes.

County staff worked closely with Sherwood staff as they prepared the Sherwood West Concept Plan and we support their technical work and the process that they have gone through. Again, we appreciate the collaborative spirit with which Metro staff approached this Urban Growth Report and look forward to our continued work together.

Sincerely,

Erin Wardell

Erin Wardell, Assistant Director
Department of Land Use & Transportation

Attachments:
Washington County Board of Commissioners comment letter 07-16-24

July 16, 2024

Metro Council
600 NE Grand Ave.
Portland, OR 97232

RE: Draft 2024 Urban Growth Report

Dear Chair Peterson and Metro Councilors,

Thank you for the opportunity to comment on the draft Urban Growth Report (UGR) and Sherwood West urban growth boundary (UGB) expansion proposal. The 2024 growth management decision is the blueprint for how Metro Council will lead the region in planning for future housing development and employment opportunities. We appreciate that these decisions are challenging and acknowledge there are trade-offs that must be carefully considered in this decision process.

Our Board strongly supports the City of Sherwood's application for expansion of the urban growth boundary to include the 1,291 acres within the Sherwood West urban reserve area. The city has demonstrated their readiness to serve the area with governance and infrastructure as required by Metro's Urban Growth Management Functional Plan. The City's plan envisions that up to 5,582 housing units and 4,524 jobs could be accommodated in the expansion area. As we are all grappling with ways to produce more housing in the region and across the state, adding this land to our regional urban growth boundary makes sense. In addition, Sherwood has shown that the proposed Sherwood West employment area has the site suitability characteristics to attract more of the types of industry that Sherwood has successfully recruited to the city in recent years. Even though this is a regional urban growth boundary expansion decision using regional analysis, place matters in this consideration. Sherwood has demonstrated that they are a place where people want to both work and live.

We also encourage Metro Council to strongly consider selecting the high growth rate for both population and employment. The selected growth rates guide regional policy and funding decisions around housing, employment land and supporting infrastructure. Choosing low growth rates could artificially constrain our ability to plan for or make decisions to support the development of badly needed housing of all types, or further constrain opportunities to grow our region's traded-sector employment, which provides living wage jobs for thousands of our community members.

Board of County Commissioners
[redacted], Hillsboro, OR 97124-3072
[redacted]

Thank you for your consideration. We look forward to continued partnership with Metro in planning to accommodate future growth to keep our region a thriving and great place to live.

Sincerely,



Chair Kathryn Harrington
On behalf of Washington County Board of Commissioners

Cc: Board of County Commissioners
Sherwood City Council
Stephen Roberts, Director of Land Use & Transportation, Washington County
Catherine Ciarlo, Director of Planning, Development and Research, Metro

Board of County Commissioners
[redacted] Hillsboro, OR 97124-3072
[redacted]

Miriam Hanes

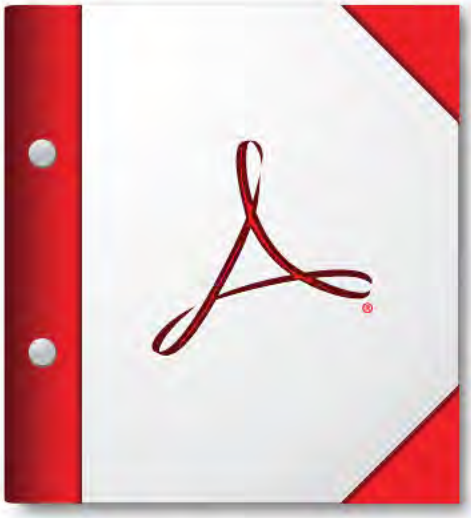
From: Erin Wardell <[redacted]>
Sent: Thursday, August 22, 2024 2:50 PM
To: Metro 2040; Eryn Kehe; Ted Reid
Cc: Ken Rencher; Jessica Pelz; Theresa Cherniak
Subject: [External sender]Washington County comments on draft UGR
Attachments: Washington County Draft 2024 UGR Comment Memo.pdf

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Hi Eryn and Ted,
Please see attached Washington County's technical staff comments on the draft UGR. We appreciate the opportunity to comment, and the work both of you have put into this year's report.

Erin Wardell, AICP | Assistant Director
Washington County Department of Land Use & Transportation
[redacted] | Hillsboro, OR 97124
[redacted]

INFO: Washington County email address has changed from @co.washington.or.us to @washingtoncountyor.gov. Please update my contact information.



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003434

Miriam Hanes

From: Glen Hamburg
Sent: Monday, August 12, 2024 9:18 AM
To: Miriam Hanes
Subject: FW: [External sender]Restricted housing in Urban Growth Boundary

From: Doris Wehler <[redacted]>
Sent: Friday, August 9, 2024 5:40 PM
To: Metro 2040 <[redacted]>
Subject: [External sender]Restricted housing in Urban Growth Boundary

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When analyzing the expansion of the Portland UGB, you propose to maintain such a tight land supply that single family homes would only account for 23% of new housing. The rest of the units would be apartments of other forms of high-density living.

I believe 75% of people aspire to live in single family homes. Therefore, I am adamantly opposed to limiting single family homes to anything under 50%.

I am in favor of Sherwood's application to expand their UGB and sincerely hope they will be able to do so without this ugly single family home restriction.

Doris Wehler
[redacted]
Wilsonville, Or 97070
[redacted]

Miriam Hanes

From: Eric Rutledge <[redacted]>
Sent: Friday, July 19, 2024 3:11 PM
To: Miriam Hanes
Cc: Ted Reid; Eryn Kehe
Subject: [External sender]FW: Support of Sherwood West UGB

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Hi Miriam,

Some additional testimony in support of the UGB expansion. It looks like Marissa was copied as staff but I wanted to make sure you received it as well.

Thank you,

Eric Rutledge
City of Sherwood
Community Development Director
[redacted]

From: gwen werger [redacted]
Sent: Monday, July 1, 2024 11:49 PM
To: [redacted]
Cc: [redacted] Tim Rosener [redacted]; Eric Rutledge [redacted]; Keith Mays [redacted]
Subject: Support of Sherwood West UGB

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Dear Gerritt,

My name is Gwen Werger and my parents have owned a 10 acre parcel of land on Elwert Road since 1981. My sisters and I are now managing the trust that holds this property. I am writing in **support of the Urban Growth Boundary expansion request for Sherwood West.**

When my parents first purchased this acreage in 1981, the land west of 99W was mainly farms. Now there are several subdivisions east of Elwert Rd. as well as the newest Elementary School. As of 2021, Sherwood High School, the largest high school in Oregon, as well as a $247 million dollar investment by the community, was built on Haide Rd, which is directly west of Elwert Rd.

The amount of traffic on Elwert Rd resulting from the new High School as well as commuters to Roy Rogers Rd and beyond makes this area much more difficult to operate as farmland. The proposed 1,291 acres to be included into the UGB is now more suitable for additional housing and light industrial than it is farmland.

By including the 1,291 acres of Sherwood West into the UGB, this would provide land for affordable homes as well as parks and green space near the schools. Additional housing will increase the tax base as well as provide increased enrollment for the school district.

Adding Sherwood West into the UGB, will also provide Sherwood with land needed for additional economic opportunities. The city of Sherwood has a plan to expand job growth in the area and with that comes the need for affordable housing.

Sherwood does not want another missed opportunity to be included in the UGB like they had in 2018. Being forced to wait another six years for the opportunity to be included in the Metro UGB would be devastating for this wonderful community.

Thank you for your interest and consideration in this important issue. We are hoping Metro will vote in favor of the Sherwood West expansion request.

Sincerely,

Gwen Werger

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WESTSIDE ECONOMIC ALLIANCE

Marissa Madrigal, COO
Metro
600 NE Grand Avenue
Portland OR 97232

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Mayor Heidi Lueb
City of Tigard

Mayor Frank Bubenik
City of Tualatin

August 22, 2024

Dear COO Madrigal,

First, I want to thank you for convening the year-long Urban Growth Report Stakeholder table. It created an opportunity to better understand the work done by Metro staff preparing the report, while also hearing from partner organizations about concerns and challenges. While I do think it helped build goodwill among regional partners who often feel frustrated by the process, it did also lay bare some of the places where there may be an opportunity for improvements.

Beyond this Growth Management Decision, Westside Economic Alliance looks forward to continued partnership with Metro Council and staff to identify those opportunities for improving the input, process and subsequent outcomes for our region.

POPULATION & HIGH GROWTH PROJECTIONS

Turning to the 2024 Urban Growth Report, it's important that we begin with the population estimates on which so much of this report rests. The early conclusion is that regional growth is slowing because Oregon's birth rates are among the nation's lowest. Given this data point, the report correctly concludes that net in-migration will be the primary driver of regional population growth. The report goes on to state, "Slowing population growth also mean slower job growth."

What the report fails to state clearly is that if net in-migration will be the primary source of regional population growth then our region's, and our state's, housing and economic future will be overly dependent on smart policy decisions that encourage growth.

It is to that end that Westside Economic Alliance highly encourages COO Madrigal, and subsequently the Metro Council, to adopt high growth population forecasts for our region. It is far better to plan for growth and not see it realized than it is to plan for decline and risk the underproduction of housing and jobs, adding pressure that results in another housing crisis or economic stagnation.

Just as we are seeing an out-migration of a certain segment of our population due to their concerns about public policy choices, we could create in-migration through the adoption of a different set of policy choices.

Adopting the high-growth population forecast will give Metro and the local jurisdictions more flexibility to meet our communities' needs and should be viewed as a prudent public policy decision.

EMPLOYMENT LANDS

According to the Urban Growth Report, Metro staff have forecasted a surplus of Industrial land supply with a current capacity of 5,950 acres and a 20-year projection of a surplus of between 450 and 7,450 acres. However, the report also highlights some of the realities on the ground that act as major detractors to the current capacity estimate: in particular slope and lot size.

Slope

Over the course of the Urban Growth Report roundtable, we heard from developers that Oregon Revised Statute applies the definition for "buildable land" for residential construction to commercial and industrial land. As such, we learned that slopes of up to 25% are considered legally "buildable" for the purposes of all employment land, yet commercial and industrial developers say they will not consider land buildable with more than a 7% slope grade. When challenged on this, staff identified 1,300 acres with a slope greater than 7% that were counted within the buildable land inventory. **We recommend COO Madrigal and the Metro Council amend the Employment Land forecast to reflect this reality**.

Lot Size

An additional concern with the gross figure of 6,000 acres of 'surplus' industrial land is lot size. According to the Urban Growth Report the average lot size is 3.8 acres with a median lot size of 1.7 acres.

According to the data of the currently vacant industrial land, here is the breakdown of available vacant lots by acreage:

- 545 lots are less than 1 acre = 148 acres
- 97 lots are 1-1.99 acres = 142 acres
- 72 lots are 2-2.99 acres = 178 acres
- 49 lots are 3 – 3.99 acres = 167 acres

- 27 lots are 4 – 4.99 acres = 127 acres
- 22 lots are 5 – 5.99 acres = 125 acres
- 10 lots are 6 – 6.99 acres = 63.5 acres
- 13 lots are 7 – 7.99 acres = 96 acres
- 11 lots are 8 – 8.99 acres = 101 acres
- 6 lots are 9 – 9.99 acres = 66 acres
- 22 lots are 10 – 14.99 acres = 271 acres
- 12 lots are 15 – 19.99 acres = 219.5 acres
- 4 lots are 20 – 24.99 acres = 164 acres
- 6 lots are 25 – 29.99 = 107 acres
- 12 lots are 30 acres or more = 594 acres

Given the overabundance of small sites and the fact that the current vacancy rate for industrial land is below 5 percent across the region, the reality is that the vast majority of this acreage could not be used to serve the industrial market.

We recommend that COO Madrigal and the Metro Council direct staff to work with industrial developers to identify a minimum lot size that is realistic for effective industrial development. Any lots below that lot size should be removed from the overall land supply calculation.

As mentioned in the draft Urban Growth Report, the data and analysis of industrial land supply is not the only information that the Council may consider when determining whether there is a need to expand the Urban Growth Boundary. They may also consider whether there is a regional need for industrial sites with specific site characteristics such as larger sized sites.

The Oregon Semiconductor Task Force recommended that in order to be competitive over the next 5-10 growth cycle, the state needed to identify the following development ready sites:

- Two (2) sites of 500+ acres for advanced R&D or production fabrication operations
- Four (4) sites of 50-100 acres for device manufacturers or equipment manufacturers
- Eight (8) sites of 15-35 acres for key suppliers to the ecosystem

And while this site list is a statewide recommendation, we know that industries will often create clusters. Indeed, in EcoNW's report (Appendix 9) they note:

> The Metro Region already has a strong cluster for semiconductors in Hillsboro with Intel's Gordon Moore Park at Ronler Acres Research Campus, which creates 1,000 patents a year. This existing strength in semiconductor manufacturing can position the region to capture other semiconductor activities, and semiconductors are half of the state's annual exports. The semiconductor boom in the 1990s was

> precipitated by the state having 2000 acres of industrial land, which led to billions of dollars of investment and doubling the industrial employee count.
>
> To prepare for the next influx of semiconductor activity, the region will need to have a supply of industrial land to support business growth and expansion. The Semiconductor Task Force's Industrial Lands Subcommittee found that the key site characteristics that the semiconductor prefers is a location near other semiconductor businesses and labor, parcels of at least 25 acres, and sites that have infrastructure in place to support development that can begin within 6 months to three years. The subcommittee identified a lack of land that met these criteria.

And, as noted on pages 55-56 of the Urban Growth Report:

> [T]he Metro Council established the following policy in the Regional Framework Plan:
>
> '1.4.6 Consistent with policies promoting a compact urban form, ensure that the region maintains a sufficient supply of tracts 50 acres and larger to meet demand by traded-sector industries for large sites and protect those sites from conversion to non-industrial uses.'
>
> Since the 2017 update of the Regional Industrial Site Readiness inventory of large industrial sites, 15 large industrial sites have developed. Six of the sites that developed are over 50 acres in size. There are ten remaining sites over 50 acres inside the UGB. Of those, two sites have marine or airport use restrictions, leaving eight sites over 50 buildable acres inside the UGB that are available to the general industrial market.

And so, the Semiconductor Task Force, the EcoNW Report and Metro's own policy recommends additional land of at least 25 acres with a push to identify 'sufficient supply of tracts 50 acres or larger' to meet the industrial needs of the region. And yet the overwhelming majority of vacant industrial land is LESS THAN 25 acres. There is an imbalance in acreage lot size availability and without a recommendation to discount acreage too small for real industrial development, Metro Council could stagnate the region's ability to leverage generational federal and state investment potential.

SUPERSITING AUTHORITY

Per the passage of Senate Bill 4, Oregon's CHIPs Bill, Governor Kotek maintains super-siting authority through the end of 2024. Should the Governor choose to use this authority, we urge Metro Council to see this as an additive, rather than as a replacement for, an Employment Land expansion in the Growth Management Decision.

We urge Metro to consider the generational investments that may be lost should the Governor provide the extraordinary opportunity of a regional supersite for semiconductors but the region is unable to support that work due to a lack of available mid-size lots needed for a healthy cluster.

CITY OF SHERWOOD EXPANSION PROPOSAL

We enthusiastically and without reservation support the City of Sherwood's request for expansion without any conditions. While Metro may want to make recommendations or provide incentives to encourage certain kinds of growth, we trust the rigorous public engagement process that Sherwood has already conducted and trust that they will continue to engage their community to understand how to grow reasonably and responsibly.

Metro staff made clear during our roundtable convening that Metro is not a zoning organization. To that end, we ask Metro to allow the city to work with their residents in the coming years to decide what makes most sense for their community's needs. It is imperative that policymakers recognize that every jurisdiction in our region has their own unique community needs and that heavy handed policy making to try to make suburban areas mimic urban areas is unreasonable.

We encourage Metro to engage in the process, as other regional partners plan to do, to provide input about best practice and guidance for equitable outcomes. But beyond that, **COO Madrigal and the Metro Council should allow local jurisdictions to grow within their own boundaries in a way that best reflects the community they are working with their residents to create**.

To be clear we ask COO Madrigal, and subsequently the Metro Council to:

- Add 340 net acres of residential land to the UGB as proposed in the Sherwood West Concept Plan as proposed.
- Add 130 net acres of flex industrial land to the UGB as proposed in the Sherwood West Concept Plan as proposed.
- Add 135 net acres of commercial and hospitality land to the UGB as proposed in the Sherwood West Concept Plan as proposed.

CLOSING

Westside Economic Alliance wants to again appreciate the work of Metro staff who prepared this cycle's Urban Growth Report. It is a massive undertaking, and this year another layer of public engagement was added via the Urban Growth Roundtable that took a significant amount of staff time.

To close, Westside Economic Alliance on behalf of our members, ask **COO Madrigal and the Metro Council to lean into a Growth Management Decision that is aspirational**. Throughout the region we are hearing alarm bells going off that our growth in the coming

decades will be reliant on in-migration. In-migration can be super charged through smart policy choices. Job growth can be ramped up through smart policy choices. Land readiness can be increased through smart policy choices and investments.

Adopting a high growth population scenario is the first step to unlocking the potential for smart regional policy and investments that will help our region's employers and local jurisdictions realize economic growth and prosperity.

Thank you for your time and commitment to the growth of our region.

Sincerely,



Elizabeth Mazzara Myers, Executive Director

Cc:

[redacted]

Miriam Hanes

From: Elizabeth Mazzara Myers [redacted]
Sent: Thursday, August 22, 2024 10:50 AM
To: Metro 2040; Marissa Madrigal
Cc: Lynn Peterson; Ashton Simpson; Christine Lewis; Duncan Hwang; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan
Subject: [External sender]WEA | Testimony to COO Madrigal re: 2024 Urban Growth Report
Attachments: Metro UGR 2024_Written Testimony to COO_22Aug2024 (2).pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good morning.

Please accept the attached testimony prepared on behalf of the members of the Westside Economic Alliance.

Thank you.
Elizabeth



Elizabeth Mazzara Myers, **Executive Director**

email: [redacted]
mobile: [redacted]
web: www.WestsideAlliance.org

Miriam Hanes

From: Erik Lukens [redacted]>
Sent: Thursday, July 18, 2024 3:12 PM
To: Metro 2040
Subject: [External sender]attn. Metro Council
Attachments: OBI Sherwood West Letter of Support July 18.pdf

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

Dear Metro Council:

Please see attached letter in support of the Sherwood West Concept Plan as proposed from Angela Wilhelms, president and CEO of OBI.

Erik

Erik Lukens | Communications Director
Oregon Business & Industry
[redacted] | Salem, OR 97301-4030 | www.oregonbusinessindustry.com



July 18, 2024

Metro Council
600 NE Grand Ave.
Portland, OR 97232

RE: Support from Oregon Business & Industry for Sherwood West Concept Plan as proposed

Dear Metro Council,

I am writing to express Oregon Business & Industry's strong support for the Sherwood West Concept Plan as proposed. The plan would add badly needed land for housing, industrial and commercial use to Sherwood's urban growth boundary.

Oregon Business & Industry (OBI) is a statewide association representing businesses from a wide variety of industries from all of Oregon's 36 counties. In addition to being the statewide chamber of commerce, OBI is the state affiliate for the National Association of Manufacturers (our Manufacturing Council of Oregon) and the National Retail Federation. Our 1,600+ member companies, more than 80% of which are small businesses, employ more than 250,000 Oregonians. OBI's primary mission is to strengthen the business climate in Oregon.

Oregon relies upon its businesses to provide jobs for Oregonians, tax revenue for government services and many of the other benefits required by vibrant and prosperous communities. Employers need the right conditions to generate jobs and prosperity, however. These conditions include available and affordable land for growth and for housing. Denied adequate land for growth, businesses will invest elsewhere, and the jobs, revenue and other benefits they provide will follow. Unable to find housing they can afford, potential employees will do likewise.

I and my colleagues at OBI talk regularly with our members about impediments to growth and success in Oregon. Almost without exception, they cite a lack of available and ready land for expansion as well as the state's exceptionally high housing costs. The high price of housing in Oregon is in large part a function of the limited availability of buildable land.

The shortage of land routinely costs Oregon jobs and revenue. Earlier this month, the U.S. Department of Energy announced that it would lend Lebanon-based Entek $1.2 billion to finance a factory in Indiana that is expected to generate more than 600 jobs when it opens in 2027. Entek President Kim Medford cited the availability of land in Indiana as one reason for the decision to expand outside of Oregon.

The Sherwood West Concept Plan addresses this widespread problem in the local community. It is the product of a thorough, two-year public process and enjoys the support of the community. I urge you to approve the plan as proposed, which calls for the addition of 340 acres of residential land to the UGB as well as 130 acres of flex industrial land and 135 acres of commercial and hospitality land. The Sherwood community has not been consulted about the proposed conditions of approval, and pursuing them could well erode public support.

The Sherwood West Concept Plan as proposed enjoys the support of the community and Sherwood City Council. It would add badly needed industrial and residential land and, by doing so, improve Oregon's competitiveness. I urge you to adopt it as proposed.

Thank you for the opportunity to comment.

Sincerely,



Angela Wilhelms
President and CEO
Oregon Business & Industry
[redacted]

From: [redacted]
To: [redacted]
Subject: [External sender]UGB expansion
Date: Wednesday, June 28, 2023 7:04:50 PM

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

Please do not expand the UGB anymore. I'm in Wilsonville watching with disappointment the big single family homes being built in Frog Pond West. These homes are not only unaffordable, they're not the high density we need to stop sprawl and address the climate impacts of our communities.

In Wilsonville, we have an empty large parcel, right downtown, that is ripe for high density redevelopment. Much of the city is low rise strip commercial development. We need to remove barriers and create incentives to foster affordable, high density, vibrant mixed use developments within our cities, not to expand the UGB.

Please hold the line.

Respectfully,

Dave W
Wilsonville, OR

Miriam Hanes

From: Kathy Gadinas <[redacted]>
Sent: Monday, August 26, 2024 8:20 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]OPPOSE Sherwood expansion of UGB

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

This household is very much opposed to expanding the Urban Growth Boundary in Sherwood.

According to the Metro's research, there is plenty of industrial land inside the existing UGB for another 20 years. We also have enough vacant land to accommodate new housing and jobs for years if it is planned and developed carefully.

We really enjoy living in Sherwood. It's a beautiful community and would hate to see all the agriculture disappear when it's not necessary.

Please don't expand the UGB.

Thank you.

Kathy Gadinas

August 21, 2024

Lynn Peterson, Chair
Members of the Metro Council
Metro
600 NE Grand Ave.
Portland, OR 97232

Dear Chair Peterson and Members of the Metro Council,

The Sherwood Chamber of Commerce is a vibrant and active organization representing businesses in and around Sherwood with the primary goal of building a strong community. In that light, the Chamber especially appreciates the City of Sherwood's effort to create new business opportunities such as we currently see in the Tonquin Employment Area while also working to expand choices for people to live in Sherwood.

This same foresight is on display with the submittal to Metro of the Sherwood West concept plan, importantly funded in partnership with Metro. The thorough two-year planning process for both the Citizens Advisory Committee (CAC) and the Technical Advisory Committee (TAC) – which Metro representatives where a critical part of - has produced a concept plan that will realize a vision for housing and employment lands embraced by so many during this project.

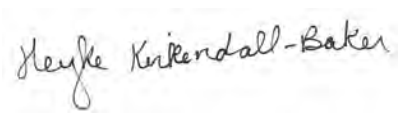
We commend the work of CAC and TAC for creatively weaving the residential and business needs of current and future Sherwood residents into a unique plan that is created by and for our community. The 200-250 acres of potential employment lands contained in the plan makes a strong statement that the future viability of our community depends on a healthy mix of land uses that will encourage more businesses to locate in our great city while creating desirable communities for people employed by these new businesses to work and live in the city.

The Sherwood Chamber of Commerce supports the City's application and Metro's favorable consideration and adoption of the Sherwood West concept plan, moving forward with an Urban Growth Boundary (UGB) expansion. We appreciate the Metro Council partnering to help make Sherwood the best it can be for many years to come.

Sincerely,

Sherwood Chamber of Commerce

By: Heyke Kirkendall-Baker, President of the Board



Miriam Hanes

From: Sherwood Chamber <[redacted]>
Sent: Tuesday, September 3, 2024 2:23 PM
To: Metro 2040
Cc: Chamber President
Subject: [External sender]Sherwood Chamber of Commerce - Letter of Support
Attachments: Letter of Support - Metro Council.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good afternoon: Please find attached a letter of support for the City of Sherwood expansion project. Thank you. Heyke

--
Sherwood Chamber of Commerce
Office: [redacted]
Web: https://sherwoodchamber.org/

NAIOP
COMMERCIAL REAL ESTATE DEVELOPMENT ASSOCIATION
OREGON CHAPTER

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Mill Creek Residential

Jake Sly
R&H Construction

Executive Director
Geoff Horning

August 22, 2024

The Hon. Lynn Peterson, President
Metro Council
600 NE Grand Avenue
Portland, OR

RE: 2024 Urban Growth Report

Dear President Peterson and Councilors:

NAIOP, the Commercial Real Estate Development Association, is one of the leading organizations for developers, investors, owners & operators, brokers, and related professionals in office, industrial and mixed-use real estate throughout the United States, Canada, and Mexico. The Oregon Chapter's members represent a broad and diverse range of companies involved with commercial real estate activities in the Portland metropolitan area, including developers, owners, brokers, and managers, along with other professionals providing legal, finance, title, engineering, architectural, construction, and other services.

Thank you for the opportunity to comment on the draft 2024 Urban Growth Report which is a crucial element in planning for the future of commercial development in the region. Our testimony will focus on two areas:

- Strong support for the boundary expansion proposed by the City of Sherwood which includes our unequivocal endorsement of the findings and conclusions presented by EcoNorthwest in its *Sherwood West UGB Assessment* document found in Appendix 9;
- Concerns with the UGR's estimates of supply and capacity of industrial land

I. Support for Sherwood West UGB Expansion Proposal/Endorsement of EcoNorthwest Findings and Conclusions

NAIOP Oregon member representatives have been involved in Sherwood's planning process for the Sherwood West area for more than two years, and we very much appreciate the extensive time and effort the City has devoted to careful development of a plan that will provide much needed additional land for employment and housing. The Sherwood West Concept Plan includes land for housing, schools and civic facilities, park space, and 265 net acres for employment uses that would support about 4,500 new jobs. We strongly endorse the findings of ECONorthwest that this area has regionally

unique characteristics that would be very attractive to industrial development, including 40-to-50-acre parcels, minimal site aggregation, slopes under 5 percent, and access to Interstate 5.

Our industrial market members have long been well aware of ECONorthwest's finding that, unlike in the office and retail markets, vacancy rates for the industrial sector in the region are below 5%. This is an extremely low number and, with continuing strong demand for this type of space, has spurred a more than 20% increase in industrial rents over the last five years. These two trend lines are even more pronounced within Washington County, where the vacancy rate dipped to 2.5% in 2023 and rents increased 23%.

As ECONorthwest found, "A diverse regional market supply of sites is essential to maintaining an equilibrium in market pricing and to supporting a broad range of industries." Without such a supply, the Portland metropolitan region will be unable to compete with other national markets and will be passed over by employers looking for new locations and expansion opportunities.

The Sherwood West area fulfills this need quite well with its unique set of features as listed above by the ECONorthwest analysis. Also, it should be noted that Sherwood West is within an acknowledged Urban Reserve that was designated 14 years ago after an intensive public process to identify and compare parcels most suitable for UGB expansion and future urbanization. Expansion of the UGB to include Sherwood West is a logical and appropriate next step to ensure that the region is able to satisfy regional industrial land needs for the next twenty years.

II. Concerns with the UGR's estimates of supply and capacity of industrial land

A. Slopes and Parcel Size. According to the UGR, there are currently 5,950 acres of buildable industrial land within the region. This number, however, seriously overstates the realistic development potential for these lands since it includes properties with slopes of up to 25%, which is much steeper than is acceptable for industrial uses (the 25% slope standard is derived from Oregon Administrative Rules specifically pertaining only to residential land). A more accurate approach would be to use the acreage for "unconstrained" parcels shown on Table 5 of Appendix 6 which deducts those areas where 10% or less of the taxlot is up to a 7% slope. This amounts to 2,839 acres, but is also problematic since the average parcel size is 1.05 acres, much smaller than is typically seen for industrial development.

According to data from CoStar, since 2018 there have been 137 industrial buildings constructed within the UGB and Clark County. As shown in the table below, those 137 buildings had 21,834,448 total square-feet of net rentable area, with a total land area of 1,678 acres.

New Industrial Construction 2018-24 Within Portland UGB and Clark County, Washington	
Total Building Net Rentable Area	21,834,448 sq. ft.
Total Land Area	1,678 acres
Average Building Size	159,376 sq. ft.
Median Building Size	105,986 sq. ft.
Average Land Area	12.25 acres
Median Land Area	8.44 acres

As can be seen from these numbers, the average and median land area size of 12.25 and 8.44 acres for industrial developments over the last six years is far larger than the 1.05 acre average lot size seen in Table 5 of Appendix 6 in the UGR. This disparity is further reinforced by data presented in ECONorthwest's Sherwood West UGB Assessment (Appendix 9 of the UGR) regarding the size of industrial buildings constructed. According to the report, "Between 2019 and 2023, 7 million square feet of industrial buildings (sized 100,000 square feet or larger) were developed in the region across 33 buildings. This indicates that 39 percent of the industrial buildings built between 2019 and 2023 equal or are greater to 100,000 square feet, which shows the trend towards new industrial companies needing larger spaces."[1]

We would urge the Council to direct staff to develop recommendations for further reductions in projected industrial land capacity after taking into consideration the steep slopes and the extremely small average taxlot size of the buildable industrial acreage.

B. Projected Infill Industrial Development. A further problem with the 5,950-acre total amount of buildable industrial land is that 3,252 acres (55%) are projected to come from infill development of sites that are already considered developed. Only 2,574 acres (43%) are actual vacant, undeveloped sites. The infill projection is very aggressive for such remnant parcels and begs the question of what the historical rate of industrial infill has been.

We urge the Council to direct staff to produce this information so that it can be compared with projections for the future.

Thank you for the opportunity to comment on the Urban Growth Report and we appreciate the outreach efforts of your staff to brief in responding to our questions. Please let us know if we can provide any additional information.

Sincerely,

Kelly Ross
Public Affairs Consultant

[1] *Sherwood West UGB Assessment,* ECONorthwest, Urban Growth Report Appendix 9, page 8.

Miriam Hanes

From: [redacted]
Sent: Wednesday, September 4, 2024 1:27 PM
To: Metro 2040
Subject: [External sender]NAIOP Testimony re UGR
Attachments: NAIOP Letter to Metro re 2024 UGR.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Please find attached NAIOP's testimony regarding the 2024 UGR.

NAIOP
COMMERCIAL REAL ESTATE DEVELOPMENT ASSOCIATION
OREGON CHAPTER

Kelly Ross, Public Affairs Consultant
[redacted]

2024

Youth Cohort Report



Urban Growth Boundary

NEXT UP

003456

NEXT UP



Our Mission

Next Up amplifies the **voice and leadership of diverse young people** to achieve a more just and equitable Oregon.

The impact of our work in Oregon

We create opportunities for young people ages 13-35, centering Black, Indigenous, youth of color and intersectional youth, to build their individual and collective power. Since 2002, our work has scaffolded a wave of young people who are leading the charge to dismantle oppressive systems and institutions so that our communities can thrive.

Impact Snapshot

1,000+

alumni of our youth leadership cohorts

7

unique leadership and internship programs

40%

Oregon youth voter turnout in 2022, compared to 27% nationwide



Background

Over the course of 2023 and 2024, Next Up and Metro engaged 15 young people in a decision-making process around expanding the urban growth boundary (UGB). Since youth are one of the groups most impacted by long-range planning decisions this was an opportunity to incorporate their unique perspectives, reflections, and recommendations for the UGB.

Program Goals

Educating

Educate youth leaders through a variety of topics included in the Urban Growth Management decision-making process.

Consulting

Incorporate youth voices and lived experiences in long-range planning decisions.

Building

Build ongoing relationships with participants, supporting leadership opportunities, and meaningful connections with Metro.

Who Took Part

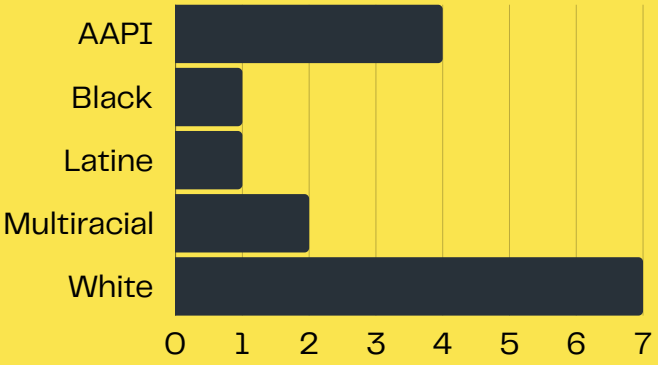
15 Participants

8 Meetings Held

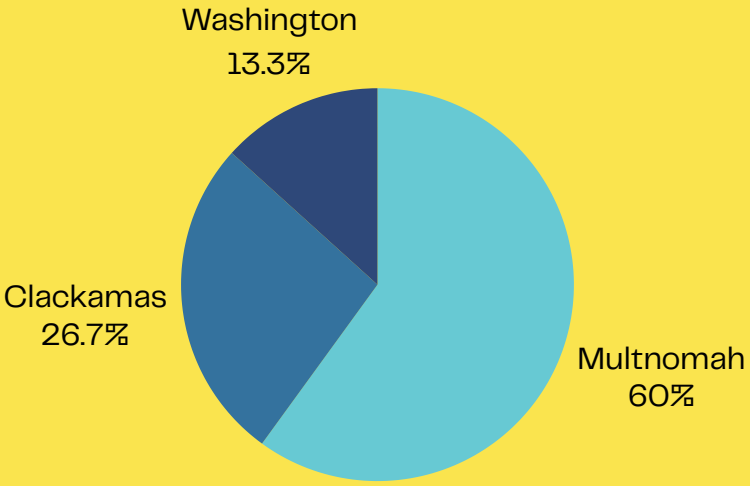
16 Median Age

18 Average Age

Race and Ethnicity



County



Recruitment

To ensure that the cohort reflected the communities within Metro's constituency we reached out to our connections in Multnomah, Washington, and Clackamas County. Over the last three years, Next Up has been a part of Metro's Civic Engagement grant which allowed us to deepen our youth civic engagement in Clackamas County. Recruiting involved reaching out to the very engaged members from previous Next Up action groups to ask them to join. That included board members, past cohort members, past volunteers, and community members. In total, we had 27 applicants for the 15-person cohort. Our youth cohort is made up of young people from 7 cities across the Metro Region including Beaverton, Tigard, Gladstone, Gresham, Milwaukie and West Linn.

Meeting Summaries

September 19, 2023

Background on Metro, urban growth management, urban growth report requirements, and decision making structure

November 2, 2023

Review group goals, statewide planning history, role and purpose of zoning, group concept plans for Sherwood West

December 5, 2023

Guest speaker Glen with Metro, concept planning process and complexities, and boundary expansion requirements.

February 12, 2024

Guest speakers Andrea and Valeria with Metro, the housing crisis overview, Metro's role in regional housing funding and production, and begin to establish group values and priorities.

April 4, 2024

Guest speakers Eric and Joy with City of Sherwood, revisit and compare cohort concept plans with the Sherwood West concept plan, and learn about Sherwood's decision making process.

May 7, 2024

Guest speakers Eryn and Ted with Metro, overview of urban growth report analyses, introduction to the COO recommendation and conditions of approval, group activity about capacity and demand

June 15, 2024

Group field trip to Tigard to learn about the River Terrace development from Senior Planner Schuyler Warren. The group learned about the most recent expansion to the UGB and the process from concept plan to implementation.

July 18, 2024

Reviewed key takeaways of the UGB report, discussed Sherwood expansion proposal, provided ideas for Metro Council, discussed opportunities for testimony, and completed the feedback survey.



FIELD TRIP

Tigard River Expansion

To better understand the proposal and possible implementation of the Sherwood West Proposal, the youth cohort went out to visit the Tigard River Expansion.

During the trip they met with Tigard Senior Planner Schuyler Warren to learn about the Tigard River Terrace UGB expansion. They also heard about the expansion proposal process and the factors involved in creating a concept plan. Finally, the group saw current development in action and visited the edge of the Urban Growth Boundary to see the difference between urban and rural reserves. Topics explored during the field trip prompted the group to reflect on what they would like to see in the Sherwood West expansion area, based on hearing and seeing some of the outcomes of a past expansion area.

Cohort Questions

Why are commercial spaces not placed in neighborhoods but on major streets?

How do we encourage walkable neighborhood development (with access to schools, shops, and parks) within all neighborhoods of Sherwood West?

How are critical nature areas (ex. wildlife reserves) protected during a UGB expansion?

What transportation systems will be put in place in Sherwood West and what type of topographical structures are already in place that would help with stormwater systems?

Participant Reflections

After visiting the Tigard River Expansion, cohort members shared their reflections with us.

"There is a big lack in housing accessibility [in the Tigard River Expansion]. Everything is expensive [and] definitely contributes to the wealth divide and separation. There were multiple spots with a lot of beautiful nature. Seeing that highlighted the importance of preserving and incorporating nature into the expansion."

"Many of the challenges facing communities and democracies today stem from planning decisions; in expansion that does not address limited economic diversity, neighborhoods become economically stratified, which is a detriment to cities. This is a new idea that I reflected on today, and I think it is something Sherwood should consider and plan around before expanding."

"One value I'm really glad is represented is the need for higher density middle housing to support more affordable housing and a more diverse city population. I wish that they considered planting more native plants and trees in the area they are expanding into."





Youth Driven Recommendations

The UGB Youth Cohort considered the questions, “What should Metro Council consider when making a decision about the urban growth boundary?” and “What are the top values that should guide the UGB process?” to make their recommendations. They created four themes to explore these questions further:

01 / Equity and Meaningful Community Engagement

02 / Livability and Access

03 / Sustainability, Environmental Preservation, and Climate Justice

04 / Housing Affordability

Recommendations for Equity and Meaningful Community Engagement



01

Present perspectives that are not always heard

02

Understand how areas surrounding the proposed expansion and people living there may be affected

03

Center racial equity when considering new housing and jobs

04

Local participation and education

05

Listen to young people – they know more about youth life, priorities, and their challenges

06

Support low income and BIPOC communities

Reflections on Equity and Meaningful Community Engagement



As the youth cohort learned about the urban growth management decision, a primary theme in their feedback was ensuring that the process centered equity and meaningful community engagement. Many participants wanted the Metro Council to make sure that they were hearing a broad variety of perspectives, especially those that are not always heard in this process.

Sherwood West

When learning about the Sherwood West proposal the cohort considered how people living in surrounding areas may be affected. They emphasized that the plan must focus on racial equity impacts when discussing access to future homes and job opportunities. Additionally, the cohort emphasized the importance of local participation and education in community engagement processes. They shared that special focus should be given to young people when looking for feedback, as they are the generation that will be most impacted in the future by plans that are made today.

Recommendations for Livability and Access



01

Prioritize walkability, public transit access, jobs with livable wages, and community spaces by including coffee shops, grocery stores, mixed use development inside expansion areas to minimize car dependency

02

Livability and access in UGB development must include coffee shops, grocery stores, mixed use development inside expansion areas to minimize car dependency, easy connections to nutritious foods, and amenities and diverse multiuse community spaces

03

Planning should encourage residents to walk, not solely rely on driving

04

Residential development should have pockets of commercial so that people can meet their needs close to home without driving

05

Plan for accessibility for the disabled community

Reflections on Livability and Access



Walkable Communities

Another recurring theme throughout the youth cohort meetings was the importance of building communities with access to opportunities and a variety of community spaces, especially for access that was not car-dependent. New neighborhoods should include spaces for everyone and people should be able to meet their needs without having to rely on a car. Cohort participants emphasized priorities of walkability, public transit access, and accessibility in connections through new neighborhoods. Accessibility also means opportunity – jobs with livable wages, and opportunity to meet needs like buying nutritious foods and gathering with other community members.

Recommendations for Sustainability, Environmental Preservation, and Climate Justice

01

Fight climate change

02

Incentivize developments that provide for housing, food, and water needs while encouraging biodiversity

03

Healthy and equitable tree canopy

04

Avoid the creation of urban heat islands

Recommendations for Sustainability, Environmental Preservation, and Climate Justice



A Top Priority for Metro

As the cohort discussed planning for new homes and jobs in the region, members felt that sustainability, environmental preservation, and climate justice must be a top priority for Metro Council. The group wanted to see natural resource preservation in any proposed expansion area and cautioned against creating urban heat islands. Some members of the group spoke of the importance of a healthy tree canopy and planting native species that are more resilient to the changing climate. Overall, the cohort emphasized that Metro should strike a balance between new housing developments and jobs while protecting the natural environment and biodiversity.

Recommendations for Housing Sustainability

01

Housing for All



02

Support for high density and mid density housing in order to provide more options for people, while making the most sustainable use of the land

03

Question: What is the developer's mission when it comes to building homes?

04

Question: Will the expansion help with the housing crisis?

Reflections on Housing Affordability



A Guiding Principle

The youth cohort learned about the statewide housing crisis and the role that local and regional government played. After hearing about how our government addresses housing needs, they strongly emphasized that housing affordability must be a priority guiding the UGB process. Cohort members wanted to see plans that included housing options that would work for many different people – including options for different housing types and price points. The expansion plan must be demonstrably proven to address the housing crisis, and if there is any expansion, it should be used to provide the most affordable housing options to the most amount of people.

Final Recommendations for the Urban Growth Boundary

To reach consensus on final recommendations the cohort evaluated categories based on a scale from “nice to have” to “must have.” Each member picked their top 3 categories and provided additional details. What emerged as the top 4 categories were: affordable housing, equitable access, car-free transportation options, and green infrastructure.

Car Free Transportation

- Accessible, walkable infrastructure
- Safe crossings
- Keeping disability community in mind – build it right the first time
- Bus access as development expands – needed to connect commercial and residential areas – with consistent service
- Transit-supportive densities

Equitable Access to Jobs, Neighborhood Amenities, Recreation, and Housing

Must be able to access businesses and community spaces near homes

Green Infrastructure

Such as street trees, stormwater facilities, and native plants to prevent urban heat islands

- Durable infrastructure – long term cost savings
- Relationship building with Indigenous communities
- Wildlife crossings - awareness of disruption to nature
- Steward and preserve natural resources and features to be used as green infrastructure (rather than artificially replaced)
- Natural areas are common spaces and community gathering places

Affordable Housing

- Housing to match available jobs
- Public money investment
- Access to transit

Closing Reflections



A robust conversation about potential conditions of approval prompted participants to think about what topic areas mattered most to them and provide additional detail about how they would like to see the conditions implemented. Some of these topics may be folded into the COO recommendation and topic areas with more specific details may be more suited for discussion during the comprehensive planning process.

"Protecting people, the planet, and our shared ecosystems is essential to equitable futures. [Regional Planning] makes sure there is enough housing without messing up the environment...and encourages denser development."

Participant



Closing Reflections

The following reflections were collected in July 2024 through a final feedback survey about participants experiences throughout the cohort.



Reflection on Group Goals

"I am familiar with Urban Studies, Urban Planning, Economics, Government, and Policy... but I had no idea what the process of expanding (or halting the expansion of) the Urban Growth Boundary."

"I came wanting to better understand the urban growth boundary decision process and now I do."

"I'm happy to have shared my perspective and experiences with Sherwood planners, Metro, and other important voices in the Sherwood West expansion."

"What suprised me about this process what how difficult it was to navigate affordable housing and equity in the planning process. I knew that there were a lot of behind the scenes poitics happening that makes it difficult but I didn't realize that more than politics, its also the past history of having lots of single family homes taking up a bunch of space and the need to consider areas for jobs and parks and libraries that go around housing. Also, it seemed unrealistic to go high density housing everywhere and having developers agree to high density very low density. It also suprised me about how understandable the process was... I thought I would get completely lost because other older youth in the group seemed to have a background in environment and regional planning, so it was nice to be able to absorb the content and participate with the group."

"I like how the UGB process works. I hope our voices actually have the power to influence the final outcome of the Sherwood West expansion."



Reflections on Cohort Logistics

Overall, participants appreciated how the meetings were planned, materials provided, and pacing of the cohort. Specifically, they enjoyed the field trips, presentations, and guest speakers who gave additional insight into the different aspects of urban planning. Some suggestions for the future included a summarized set of notes at the end of meetings, more interactive opportunities during the meetings, and less time between each meeting. A majority of participants remarked that the length of the cohort was ideal, with one participant sharing that it, "allows [the cohort] to connect and have more time to absorb the information." Those that gave feedback unanimously shared that they are walking away from this experience learning or achieving what they hoped when they first joined.

Percent of Participants Who Shared We Accomplished or Exceeded the Goal

87%

Understanding Metro's role in regional governance

87%

Understanding regional land use history and urban growth management

100%

Understanding the analyses within the urban growth report

75%

Established group values regarding regional growth

"Regional governance enables collaboration... between cities to solve today's pressing issues, whilst building capacity to reimagine tomorrow together."

Participant

Next Steps

All participants shared an interest in providing either written or in-person testimony to the decision-making bodies at upcoming public hearings.

Giving Public Testimony

Public hearing on an ordinance: The public can offer testimony before any legislative action by the council. You can join council meetings in person on Thursdays at the Metro Regional Center at 10:30 AM, or join online via Zoom.

Public hearing on a resolution: Council resolutions are not required to have public hearings, but public testimony may be accepted at the discretion of the council president.

General meeting: Every council meeting includes an agenda item called "public communications" where you can provide testimony on topics that are not on the agenda.

How to Submit Testimony: You may submit testimony to Metro Council online at any time. To be included in the record for a public hearing or meeting, testimony must be received before the start of the meeting. Written testimony received by noon on the day of a meeting will be shared with the Metro Council in advance.

Timeline for Decision Making

July 9, 2024: Public comment period on the draft UGR begins
July 18, 2024: Final youth cohort meeting
August 22, 2024: Public comment survey on draft UGR closes
August 26, 2024: Release COO recommendation
September 5, 2024: Council work session on COO recommendations and public comment themes; full public comment summary provided at Council meeting
*__September 11, 2024:__ MPAC discussion of COO recommendation and recommendations to Council; request any final MTAC advice
*__September 25, 2024:__ MPAC recommendation to Council
*__September 26, 2024:__ Council holds public hearing on COO recommendations
October 1, 2024: Council provides direction to staff at work session
November 21, 2024: Council first reading of ordinance; public hearing
December 5, 2024: Council second reading of ordinance; decision

* Opportunity to provide public testimony (in-person, virtual, or written) at this meeting

Appendix
Notes from UGB Cohort

Notes from Meeting #4 (2/12/24)

“What should Metro Council consider when making a decision about the urban growth boundary?”

- Presenting perspectives that are not always heard (youth, BIPOC, etc) and center issues such as racism, climate change, houselessness and their interaction with housing
- Affordable housing and public transit access
- Has potential upzoning been considered in measuring developable lands?
- Fighting climate change
- Housing everyone
- Equity and how surrounding areas may be affected
- Affordable housing should be considered and mapped
- Community spaces
- High density and mid-density housing
- Racial equity when it comes to housing and work/jobs
- Jobs in the area that can provide livable wages
- Who are the developers/their mission when it comes to building homes
- Hearing what everyone says and mostly gathering what everyone had mostly think around
- Metro Council – we as a youth cohort know more on the youth life, priorities, and how schools takes effect on distance to school, library, home, etc
- Local participation and education
- How much does Metro collaborate with other national metro areas and local communities to build more security and solidarity?
- How can Metro incentivize co-op developments that provide for housing, food, and water needs while encouraging biodiversity?
- A priority I'm hearing and seeing the importance is racial equality – I think that's always important to keep at the forefront and consider as the UGB/housing develops
- Will this expansion help with the housing crisis?

Appendix
Notes from UGB Cohort

Notes from Meeting #5 (4/4/24)

- Community spaces! They benefit the community – so of course that's super important. But with that, I think that mixed use spaces sprinkled throughout all areas is good, maybe ensure that's around regular neighborhoods
- I don't see the current plan building enough affordable housing types
- How to promote diversity among the people that move there (racial and ethnic diversity)
- I really hope they find a way to include coffee shops, grocery stores, and mixed use development inside low density zones
- Requiring medium density
- Connections to nutritious foods and amenities/community spaces
- Planning should encourage residents to walk, not drive
- Residential (especially low density) should have pockets of commercial so that people can meet their needs close to home without driving (15 minute cities)
- Healthy and equitable tree canopy
- Accessibility and disability community
- Reducing new parking infrastructure
- Not creating urban heat islands
- Supporting low income and BIPOC communities
- Walkable, livable spaces for growing communities
- Housing for new people moving into Sherwood in coming decades and more employment

Appendix
Notes from UGB Cohort

Notes from Meeting #6 (5/7/24)

The top values that should guide the UGB process are:

- Affordability
- Walkability
- Building communities
- Equity
- Sustainability
- Future resilience
- Consciousness of environmental impact
- Needs of communities
- Awareness of context and complexity
- Racial and climate equity
- Environmental and economic sustainability
- Community engagement and PAR across a wide variety of interests
- Equity, affordability, environmental preservation, increasing density
- Equity, climate justice, affordable housing

Regional planning is important to me because:

- Collaboration and mutual trust is important to reimagine tomorrow together!
- Regional governance enables collaboration and mutual aid between cities to solve today's pressing issues, whilst building capacity to reimagine tomorrow together
- Protecting people, the planet, and our shared ecosystems is essential to equitable futures
- It directly impacts the health and potential of communities and environments today and into the future
- Because it addresses important issues through large (?) engagement. Through regional planning cities needs are better addresses and understood
- Because it makes sure there is enough housing without messing up the environment too bad and encourages denser development
- Because I want there to be sustainable and affordable housing options for upcoming generations
- Because I want everyone to live in a walkable community

Appendix
Notes from UGB Cohort

Notes from Field Trip Meeting #7
Tigard River Terrace Expansion
(6/15/24)

What's one exciting thing you've seen or learned about the Tigard River Terrace Expansion?

- Seeing a hawk and a deer at the intersection of SW Beef Bend and SW 150th at the corner of River Terrace 2.0 and Kingston Terrace, it was exciting to see an example of the boundary between urban and rural. Standing between the urban growth boundary – half inside and half outside – was also an interesting experience of what the UGB actually means on this field trip. From these experiences, I thought more about trees, wildlife, environment, and the ways our interests coexist.
- Getting to know and understand more about the history is really fascinating. But the environment is what really caught me and the know the problem that UGB is trying to solve.
- River Terrace 1.0 is very expensive, this is one of the many reasons River Terrace 2.0 is appearing to solve many issues such as economic difference.
- There were multiple spots with a lot of beautiful nature. That highlighted the importance of preserving and incorporating nature into the expansion
- There is ambition to build high-density, transit-rich neighborhoods!
- Seeing plants and wildlife flourishing still despite development hearing about Tigard's history like why Bull Mountain isn't a part of the city and the land swap.

What's one value represented in the Tigard expansion? What's missing?

- Represented: commitment to more housing
- Missing: (to an extent) collaboration and coexistence of multiple priorities
- The friendly environment really stands out to me and is really represented. But I feel like the economic status differential is something that is missing like the Art Rutkin elementary is in the middle of 1.0 and 2.0 River Terrace, but Tigard has a long history, like normal housing, the higher elevation, usually have more expensive houses. So Tigard is missing some of the differences, jobs, etc.

- There's a big lack in housing accessibility here, everything is expensive, definitely contributes to the wealth divide/separation. But they seem to be good on some nature incorporation (better than a lot of other areas), that storm draining spot was a whole habitat!
- Access to green space is present.
- Affordability and equitability is missing
- One value I'm really glad is represented is the need for higher density middle housing to support more affordable housing and a more diverse city population. I wish that they considered planting more native plants and trees in the areas they are expanding into. I understand that plants from other areas look nicer and more attractive but I think it's important to give priority and space to plants that are supposed to be there and have been in Oregon.

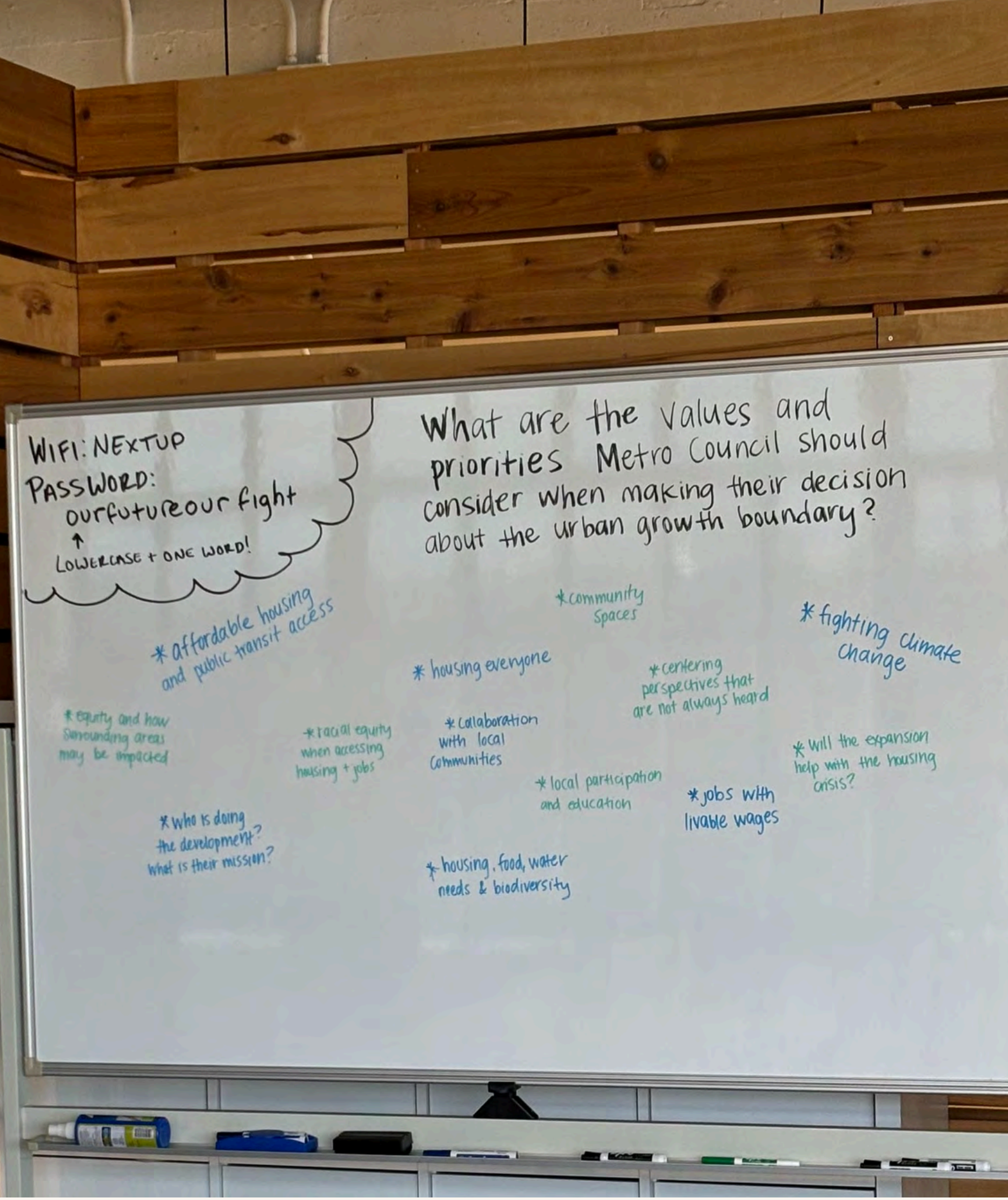
What's one thing you learned today that connects to the conversations we've been having around the Sherwood Expansion?

- Many of the challenges facing communities and democracies today stem from planning decisions; in the expansions that do not address limited economic diversity, neighborhoods become economically stratified, which is very detrimental to cities. This is a new idea that I reflected on today, and I think it is something Sherwood should consider and plan around expanding.
- Mainly how to efficiently use the boundaries, housing displacements, and how to manage the place is really similar to Sherwood expansion.
- Another connection that I've made is the transits that can be really important to save fuel, keep green transportation is pretty key.
- The importance of middle house. [Schuyler Warren] talked about Tigard's push for it, and variety in housing types is something we've talked a lot about and wanted.
- I've seen varying housing types being built and planned
- Just how important having water drainage systems are to having a successful expansion and development. I also have learned more about how nuanced housing decisions are during expansions and how we have to consider both developer perspectives and regional need.

What are questions you have?

- How similar or different will Sherwood's expansion ultimately be compared to Tigard's? What is similar or different about their communities?

- How does adding more housing affect its affordability and will it be enough to make communities more livable?
- Why are most decisions centered around the margins? Just in general, are there ways to rethink or reconsider ways existing communities are planned and structured to address some of the issues the UGB expansion is trying to address? (like the coordination between them, especially after learning about the long lead time with new developments
- I'm curious generally about the developer perspective and priorities. What are the main clashes?
- I wonder more about the plants, [Schuyler Warren] talked about bringing in non-native plants, but only really highlighted the aesthetic pros. Does that pose a threat to native plants thought? What is the potential harm?
- Why are commercial spaces not placed in neighborhoods but on major streets?
- How do we encourage walkable neighborhood development (with access to schools, shops, and parks) within all neighborhoods of Sherwood West?
- How are critical natural areas (ex. wildlife reserves) protected during a UGB expansion?
- What type of natural wetlands and other topographical structures are already in place that would help with stormwater systems? Is it similar to Tigard's situation?
- What transportation systems will be put in place in Sherwood West?
- How long do you think it will be before development actually starts happening in Sherwood West?



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Oregon Metro

COO Hearing on City of Sherwood UGB Expansion Proposal

September 26, 2024

Comments from Friends of the Tualatin River NWR Complex

Friends of the Tualatin River National Wildlife Refuge Complex is a non-profit group that promotes the conservation and welfare of the Refuge while working to enrich the lives of citizens through education. Friends work with and support the U.S. Fish and Wildlife Service in programs that promote education about natural resources, provide opportunities for enhanced visitor experience, and implements efforts to retain and enhance habitat for dependent species.

Friends have had a long and productive relationship with the City of Sherwood. In fact, citizens of Sherwood were instrumental in the creation of the Refuge and in its growth to date. In this regard, the proposal to expand the Urban Growth Boundary has special significance to Friends. Given the continuous and rapid growth of development in the area surrounding the Refuge, the presence of the Refuge has become even more of an "oasis" of natural habitat and a valued place for people to find quiet paths to walk.

Friends respect the need for careful planning as the City of Sherwood envisions its future. Given our long and productive relationship with the City we note the care given to recognizing the existence of the Refuge. Concurrently, we are extremely concerned about detrimental impacts to the Refuge that would result from future development along the watersheds that feed Chicken Creek, which directly affects the Refuge. The map provided that identifies initial plans for the future has outlined habitat conservation areas that would meet Title 13 Riparian and Upland standards as outlined by Metro and Friends applauds that designation and the protection it affords to the Refuge. We ask that this protection be given the utmost priority if development should be undertaken.

Based on our long relationship with the City of Sherwood, Friends anticipates that if the proposal for expansion of the UGB proceeds that there will be ample opportunities to share our thoughts and to work closely and cooperatively with the City planning for the future use and protection of this precious land.

Thank you for the opportunity to comment on this important proposal.

Cheryl Hart, President

Friends of the Tualatin River National Wildlife Refuge Complex

Miriam Hanes

From: Alan Christensen <gardenjoy47@comcast.net>
Sent: Thursday, September 26, 2024 11:06 AM
To: Metro 2040
Subject: [External sender]Comments on City of Sherwood UGB Proposal
Attachments: METRO UGB LETTER wordRC add.pages

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

On behalf of the Friends of the Tualatin River National Wildlife Refuge Complex I wish to submit the attached comments for consideration during the COO hearing scheduled today. Thank you for your consideration

Georgia Langer

From: Eryn Kehe
Sent: Friday, September 27, 2024 9:50 AM
To: Miriam Hanes; Legislative Coordinator
Subject: Fw: Planning Commissioner's Testimony on Sherwood West

Eryn Deeming Kehe, AICP
She / her
Urban Policy and Development Manager
Metro

From: Jean Simson <SimsonJ@SherwoodOregon.gov>
Sent: Thursday, September 26, 2024 10:27:51 PM
To: Lynn Peterson <Lynn.Peterson@oregonmetro.gov>; Ashton Simpson <Ashton.Simpson@oregonmetro.gov>; Mary Nolan <Mary.Nolan@oregonmetro.gov>; gerrit.rosenthal@oregonmetro.gov <gerrit.rosenthal@oregonmetro.gov>; Christine Lewis <Christine.Lewis@oregonmetro.gov>; Juan Carlos Gonzalez <JuanCarlos.Gonzalez@oregonmetro.gov>; Duncan Hwang <Duncan.Hwang@oregonmetro.gov>; Eryn Kehe <Eryn.Kehe@oregonmetro.gov>; Catherine Ciarlo <Catherine.Ciarlo@oregonmetro.gov>
Cc: Tim Rosener <RosenerT@SherwoodOregon.gov>; Jean Simson <SimsonJ@SherwoodOregon.gov>; Eric Rutledge <RutledgeE@SherwoodOregon.gov>
Subject: [External sender]Planning Commissioner's Testimony on Sherwood West

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good evening, Chair Peterson and Metro Councilors,

Thank you for your service on the Metro Council and your time on this year's Urban Growth Boundary process. I share your commitment to volunteering on behalf of our community to improve the lives of the people we serve. I have been a resident of Sherwood since 1998 with over 20 years of volunteer service. I am writing to you as the Chair of the Sherwood Planning Commission and a member of the Sherwood West CAC.

The Sherwood West Concept Plan received unanimous support from the Planning Commission after extensive engagement with Sherwood residents, property owners, housing developers, and public service providers. One core message that came across clearly during the planning process was the need for more housing options and affordability. At the same time, the Sherwood community was concerned that excessive growth in Sherwood West would change the small-town feel that we consider essential to our quality of life. The resulting plan is a compromise – one that will achieve a variety of housing options while maintaining an overall density that was accepted by the Sherwood community in cooperation with our Metro partners.

Here are some of the key housing features this plan includes:

- At full build out, an estimated 3,117 new units or 9.2 units per net acre
- A minimum of 43% of new units will be missing middle and multi-family housing

- Innovative zoning types including cottage cluster only and middle housing only zones to provide opportunities for first time home buyers and empty nesters.

The Concept Plan also proposes an expansion of the regional trail system that is a highlight to our region's livability. New trails will provide enhanced public access to Chicken Creek, Cedar Creek, and the Tualatin River National Wildlife Refuge. The city is in the process of constructing a new pedestrian bridge over Highway 99W. The bridge will connect Sherwood West to the existing city limits at the new Sherwood High School. The mixed-use zoning around the school will provide for more housing and jobs opportunities.

Sherwood is committed to thoughtful planning and growth over time. We believe the Sherwood West Concept Plan will serve our community and the region with needed housing, jobs, and additional protection of open space.

We look forward to working with you and the Metro staff in the coming years to implement our shared vision of Sherwood West.

Thank you for your considerations.

Jean Simson
Planning Commission Chair
City of Sherwood

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Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Thursday, September 26, 2024 11:25 AM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#272]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Jennifer Chamberlain
Email *	tereza_fox@frontier.com
Address	16335 SW Hillsboro Hwy. 16335 SW Hillsboro Hwy. Scholls, OR 97123 United States

Your testimony

As a life-long resident of Washington County (born & raised in Scholls) I have a deep love for the surrounding areas around my home. When my parents moved here, Washington Square Mall did not exist and throughout my lifetime we've watched the march suburbia sprawl across what was once beautiful rural acreage. It's breaks my heart to see more beautiful fertile lands be paved over for consumer lifestyle...ESPECIALLY when there is ample land within the existing UGB that already has infrastructure in place. Show us how well you can manage your existing urban area. Clean Portland up, make her beautiful again before asking us to trust you with even more land. Build up, not out, in order to create affordable housing and to PROTECT and PRESERVE our farms, forests and natural areas.

DO NOT allow Sherwood West expansion to happen. It is irresponsible and short-sited.

Is your testimony related to an item on an	Yes

upcoming

agenda? *

Esteemed Councilors.

My name is Nellie McAdams and I represent Friends of Smart Growth. I respectfully urge you to vote no on this unnecessary, costly, inequitable, and environmentally damaging proposed expansion.

Metro's UGBs contain more than enough land for housing, industry, and commercial needs. This includes a surplus of 30,000 buildable housing units for the next 20 years. Building on greenfields is not only unnecessary, it drains limited infrastructure dollars from existing urban areas. And low-density single-family homes, like those proposed, do not generate enough tax revenue to pay for their own infrastructure costs.

Low-density homes are also inequitable. They cannot support mass transit, which requires 17 units per acre to be self-sustaining. Sherwood should not be pricing out people who need affordable housing and making it infeasible to provide the infrastructure to keep them there. And low-density homes are unaffordable. A trickle down approach of building expensive homes and assuming prices will come down never works.

Metro also has a 20-year surplus of up to 7,500 acres of **industrial land**. New land is not needed, and economic development does not require the **types** of industries that Sherwood has proposed, which are extremely land-extensive and expensive to service. Lastly, more commercial land would drain resources from Portland's commercial real estate that is vacant.

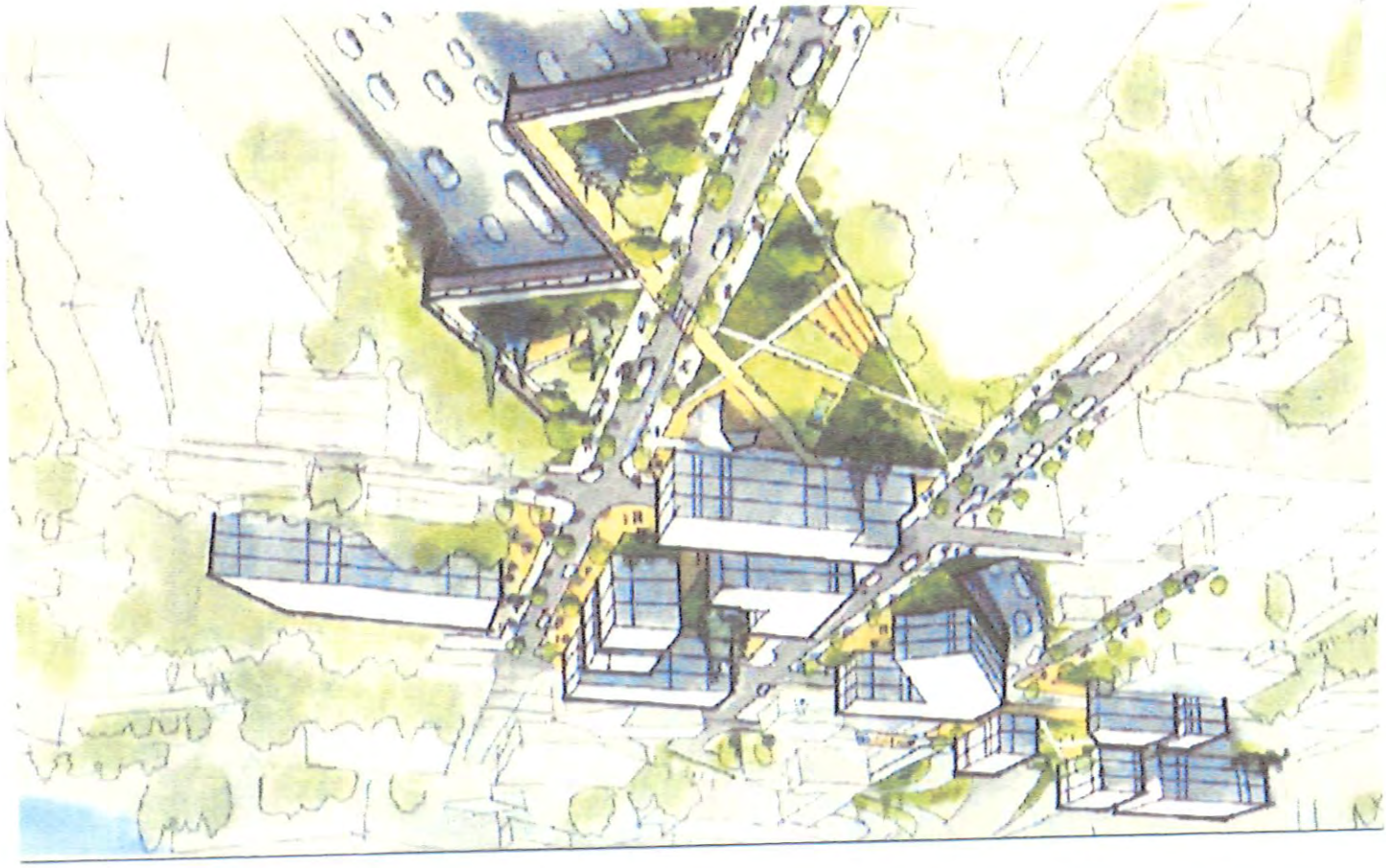
Not only is the expansion costly and unnecessary, but it destroys irreplaceable farmland and natural areas. Land adjacent to cities is often our best farmland, and we've already lost a lot of it. We are currently sitting above the largest patch of Class 1 soil in the state. We have a duty to steward what remains for our food system, environment, and climate. It would be the height of irony to pave everything between Sherwood's UGB and wine country and then call the new commercial area that sits on top of farmland the new "gateway to wine country".

The role of Metro is to provide regional planning for urban ***and*** rural areas, not to oversee the incremental development of the remaining rural land in Metro's jurisdiction. An approval of Sherwood's proposal would be a failure to efficiently and equitably plan for land within **all** of Metro's UGBs. If you love Oregon, it's because our smart planning distinguishes us from California. And it is the tail wagging the dog to say that oversized high schools beg more residents - Portland schools are under capacity and could also use more students.

No matter how much money has been put into a plan, if the result is a bad investment that saddles the region with unnecessary long-term infrastructure costs while draining needed resources from inside existing UGBs, you have a duty to reject that plan and to fix the process.

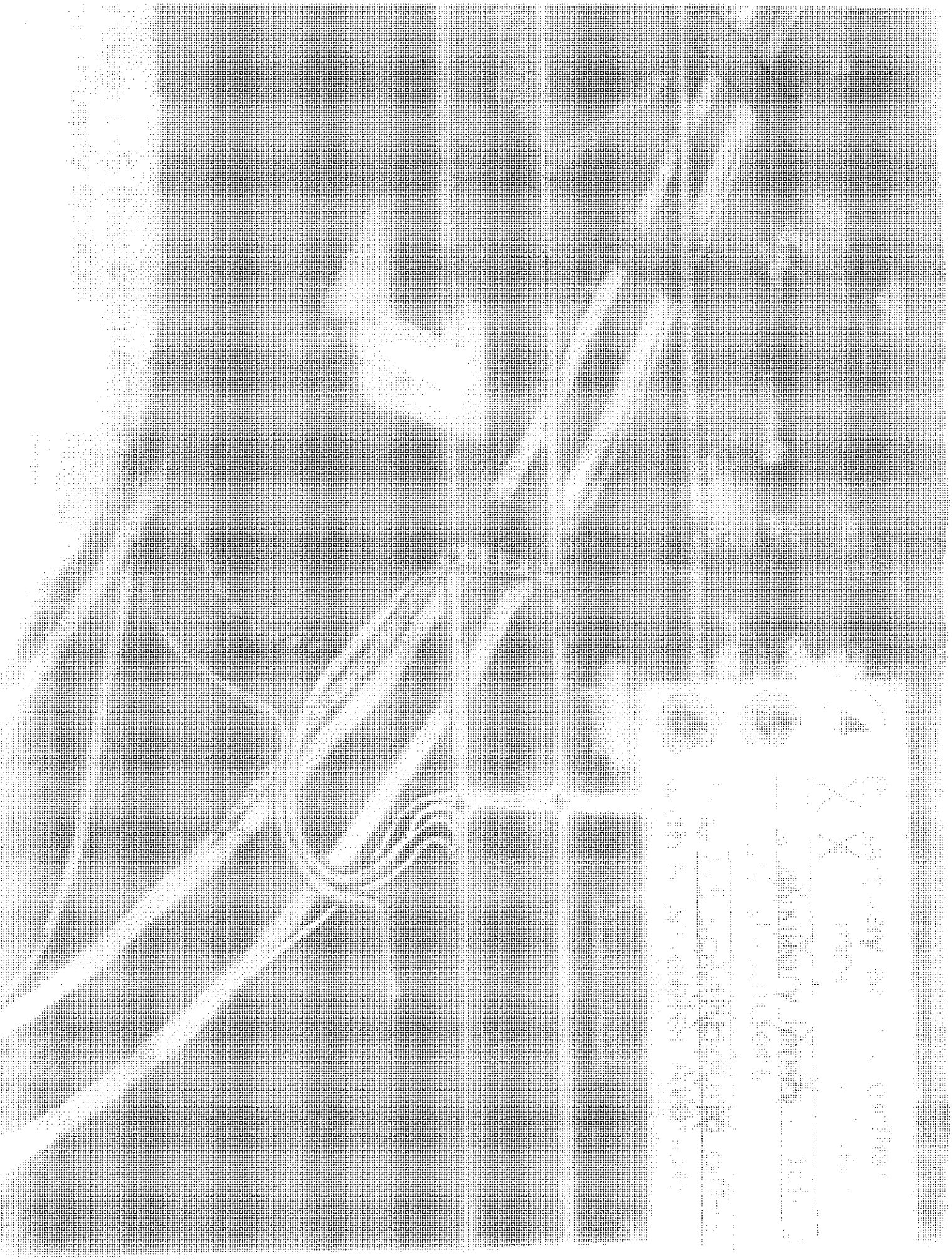
I urge Metro to steward the land we already have. To continue to support infill. To make sure housing is truly affordable. And to protect the natural and working lands in your jurisdiction.

Thank you for your service,
Nellie McAdams

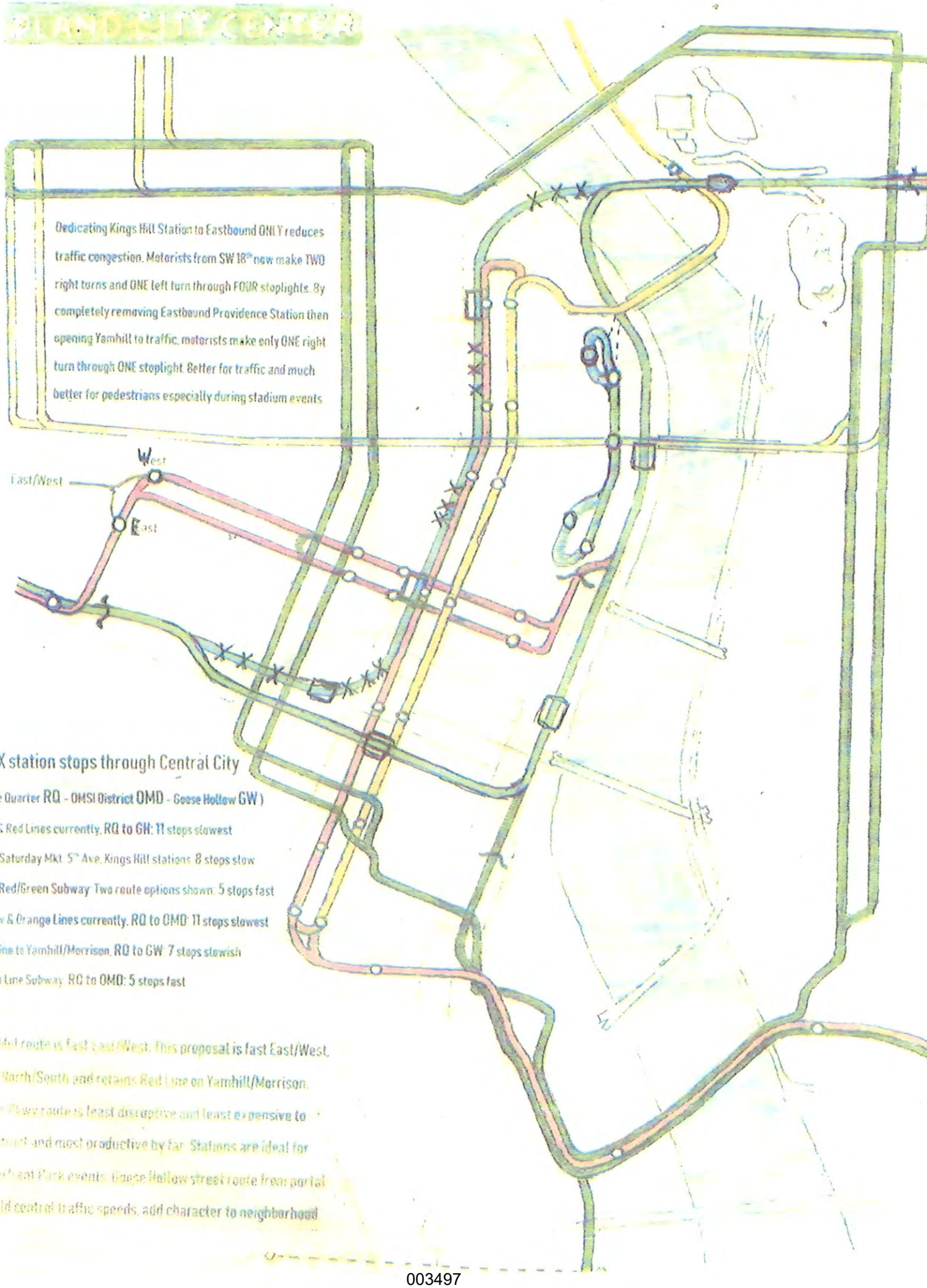



PROJECT KEY
1 Highway Cover
2 Hancock Crossing
3 Multimodal Local Street Improvements
4 Pedestrian and Bicycle Bridge
5 Auxiliary Lanes and Shoulders
6 I-5 Southbound Ramp Relocation
Pedestrian and Bicycle Bridge

Crossing
Improvements
Construction
Gateway at Weidler and
Broadway: enhance the
New auxiliary lanes: add
a shoulder
The I-5 southbound off-
NE VICTORIA AVE
Wheeler Avenue
Weidler and Wheeler
Gateways: new community spaces



PLAN B - CITY CENTER



MAX station stops through Central City

(Rose Quarter RQ - OMSI District OMD - Goose Hollow GW)

Blue & Red Lines currently, RQ to GH: 11 stops slowest

Sans Saturday Mkt. 5th Ave. Kings Hill stations: 8 stops slow

Blue/Red/Green Subway: Two route options shown: 5 stops fast

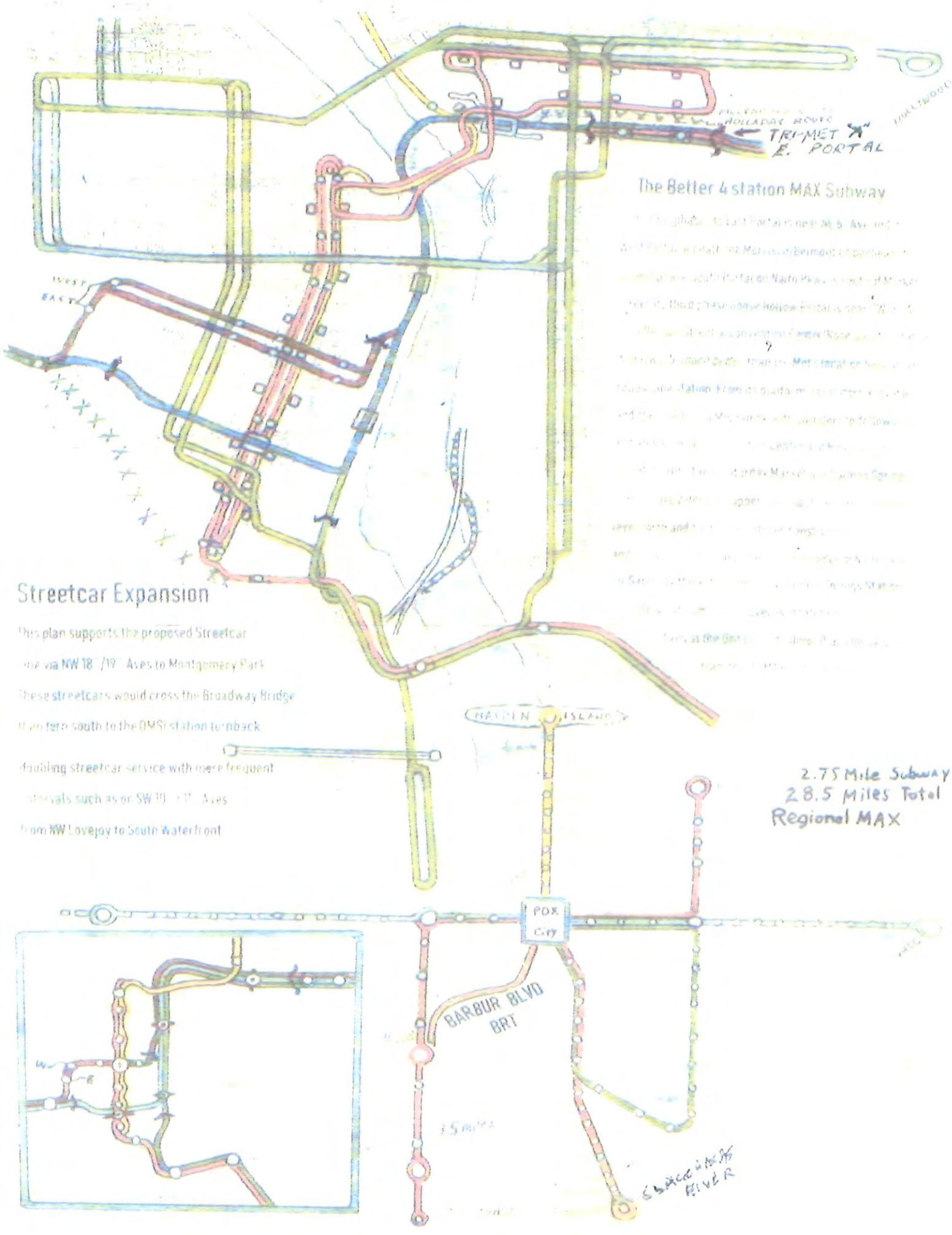
Yellow & Orange Lines currently, RQ to OMD: 11 stops slowest

Red Line to Yamhill/Morrison, RQ to GW: 7 stops slowish

Green Line Subway, RQ to OMD: 5 stops fast

Blue Mall route is fast East/West, this proposal is fast East/West, and North/South and retains Red Line on Yamhill/Morrison.

Green Power route is least disruptive and least expensive to construct and most productive by far. Stations are ideal for Waterfront Park events. Goose Hollow street route from portal should control traffic speeds, add character to neighborhood


HOLLADAY ROUTE
TRIMET
E. PORTAL
HOLLYWOOD
The Better 4 station MAX Subway
WEST
EAST
Streetcar Expansion
This plan supports the proposed Streetcar
line via NW 18th/19th Aves to Montgomery Park
These streetcars would cross the Broadway Bridge
then turn south to the OMSI station turnback
doubling streetcar service with more frequent
intervals such as on SW 10th/11th Aves
from NW Lovejoy to South Waterfront
HAYDEN ISLAND
2.75 Mile Subway
28.5 Miles Total
Regional MAX
PDX
City
BARBUR BLVD
BRT
SANDY
RIVER

(5)

Barbur Blvd MAX light rail concerns

1. Environmental Impact. Per official artist depictions, Barbur will be clear cut and a monstrous concrete abutment wall, about 90' tall, constructed. Between Burlingame and Corbett/Lair Hill, Barbur is widened from 4-lanes to 8-lanes, (2-lanes for MAX, 2-lanes for buses, 2-lanes in each direction for traffic. This segment of forest canopy will be clear cut. The segment further north will also be clear cut of forest canopy.

2. Impact on health. Trees and foliage collect diesel particulates and other pollutants. The abutment wall will allow these pollutants to reform into 'clouds of pollution' spread by wind and air flow of traffic.

3. Development potential. Barbur Blvd between Burlingame and Capitol Hwy at Taylors Ferry will likewise be widened, but traffic speeds will remain 35-45mph. Projected development will impose upon new residents this air pollution and noise right outside their windows. Walking to transit stops and to commercial enterprises alongside Barbur Blvd will not be a pleasant experience nor attract high quality development. Crossing Barbur will be as much or more hazardous than it is today. The new traffic entering/leaving Barbur to/from new development is an increase in accident potential.

4. Rail + Bus duplicative service flaws. For many transit trips, this choice of either bus or rail will encourage unsafe pedestrian crossings of Barbur and side streets to reach bus stop or rail station, whichever vehicle comes first. Transferring from MAX to bus lines is both time-consuming and creates hazardous crossings of Barbur. Only BRT can 'spur' off Barbur to other existing bus routes, in the process increasing the number of BRT routes. Because the plan includes bus lines, and because Barbur is already a relatively fast, scenic bus route, and because BRT will NOT require near as much widening of Barbur, BRT is seemingly more suitable than MAX. It seems Metro has not performed 'due diligence' in its considerations and questionable rejection of BRT. "RAPID BUS" WITH "CURBSIDE" STOPS.

5. LRT to Tigard/Tualatin via the WES corridor. Oregon's premier rail advocacy AORTA (Associated Oregon Rail & Transit Advocates) does not support MAX on Barbur Blvd. Instead, they propose converting the WES corridor into an extension of the MAX Red Line from Beaverton to Wilsonville. The Portland & Western RR would continue to operate a single-track with a double-track MAX line alongside. This would cut cost by more than half and impacts are minimal. Portland-bound traffic would still be served, but so would cities in Washington County. Motorists who drive Hwy 217 would have a fine transit alternative, much like Hwy 84 Banfield Freeway motorists have an LRT alternative.

6. Development potential on the WES corridor. It may be possible to include a Washington Square station with a MAX 'flyover' to/from the WES corridor. There could be a Beaverton City Hall MAX station and stations 'flanking' this flyover along the WES corridor.

7. Bridgeport Village Terminus. This destination is possible on the MAX line, but not as a terminus. That is, from there it should extend to Tualatin 'proper' on the converted WES corridor. It may also extend to Wilsonville, especially desirable with a connection to an improved Amtrak Cascades line. A stipulation that these extensions are an eventual necessity should be a part of any legal public agreement.

The Walking Communities

Portland in the year 2040

At the turn of the century, leaders finally realized it was necessary to reduce the need for automobile use. In the year 2040 we have learned to adapt to restrictions placed upon driving them. Communities allow redevelopments that create the essential mixed-uses into their neighborhoods. If, within a district, no opportunities for retail or employment are within walking distances, new zoning codes allow their creation. From the most appropriate building, whatever that might be, needed uses redeveloped; a house becomes a school, or a store, or a diner; an office becomes a clinic or a bunkhouse. Some houses are actually moved for pedestrian connections, or for open space or for farming. A cinder-block building has broken the rule of unsightlyness. A demolish & salvage festival is held. We all must be there for the fun.

The most dramatic redevelopments are the asphault districts. So few automobiles are actually driven, they are the most in need of rehabilitation and people eagerly support their reconstruction. They are used for purposes other than driving on.

Central gathering places in these walking communities of 2040 are served with electric mass transit. Rail systems are commonplace and are often built upon unused freeway segments. Neighborly transit vehicles which connect to the rail system are smaller, slower and fareless.

Some old roads still exist. Some are removed. Communities are still accessible by tired vehicles, but most people prefer to walk.

Long distance travel by air is very expensive. Regional travel by train is more common. Hospitality towards train-traveling vacationers is not to be missed.

The economic structure of life in 2040 is very local. Supporting mass transit supports a local economy. Big Box retailers have become distributors to neighborhood merchants. Neighborhood merchants have greater control over suppliers and opt to sell locally produced goods. The global economy went local, globally.

While traveling on the transit system, old folk enjoy repeating a coloquial saying, "Look, there's a gas station. You don't see too many of them anymore."

The Walking Communities of 2040 Part III
(a new direction for public transit)

The Walking Communities essay Part III begins with the admission that Covid-19 pandemic presents a grave concern for the future of public transit. When will riding a bus or train be less vulnerable to the spread of contagion? These principal health concerns are addressed in the LOTi transit design theory.

The LOTi Project calls for entire fleet replacement of standard 40' municipal buses only suitable for rush hours on limited stop routes. They do not convert to EV very well nor do their counterpart Yellow School Bus and GM/Ford paratransit lift van fleets. The LOTi design concept directly addresses these sanitation concerns by replacing the common GM/Ford type paratransit lift-van models that have served poorly since the 1970's.

Of the 3 bus types, paratransit lift-van fleets are 'most' in need of replacement. New model paratransit lift-van in 15- 20- 30-passenger wheelbase lengths would come in easy boarding Low-floor Low-emission EV drivetrains seniors, disabled, children and all transit patrons need. Battery pack weight properly located in the floor for low center of gravity, improved handling and stability for a more comfortable, safer ride that is impossible with mere conversions of obsolete chassis/suspension.

Here follows a few ways to address the spread of infection that new bus models would employ. Current buses are quite clammy in wet weather when floors remain damp and windows fogged. Seating is arranged for maximum capacity with little regard for social distancing. Year round they're either too hot or too cold. Interior overhead lighting that is either too bright or not bright enough. They should have a window and all windows clear rather than darkened. Heating and air conditioning redesigned to maximize comfort and minimize spread of bacteria.

The LOTi proposal advises major alterations to bus route arrangements to consider. The "L" in the acronym LOTi denotes their purpose as short-line Loops that would make transfers bus-to-rail and between bus lines, with the least number of LOTi buses through busy neighborhood districts with convenient transfer wait periods of less than 5-min.

New Light rail stations can avoid objectionable impacts and prohibitively expensive routes by relying on this sort of LOTi transfer to serve important destinations and to direct pedestrian-friendly development. Transit centers with a single LOTi Loop or two can replace a dozen radial bus routes with much longer wait periods. Redirected streamlined bus routes need only cross a LOTi and in passing reduce duplicative bus service leading to transit centers. Here's my theory: Two convenient transfers make a more effective system than One inconvenient transfer on various bus route to transit center arrangements.

Written before the 2020 pandemic, the premise of the Walking Communities of 2040 essay remains an incontrovertible necessity for public transit to become a travel option more people can safely rely on regularly or occasionally to serve their travel needs.

The Walking Communities of 2040 Part II
(BEV.vs PHEV vs HFCEV tech)

Indifferent reviews of the Walking Communities essay I'll accept but question whether disinterest is due solely to its flat rejection of autonomous vehicle tech. If a compromise position on AV tech were fairly heard, might the essay get a more favorable review? Here then is a compromise position: Most safety features AV tech offers (sans tailgating) are possible at Level 3 "driver assist" which could more sensibly prevent tailgating. AV tech at Level 5 "driverless" loses safety features of the driver's constant attention to roadway conditions and ability to maneuver to avoid accidents. A critically important Level 3 safety feature could prevent speeding; motorists may drive slower, but not faster than posted speed limits, nor too fast through busy intersections speeding to beat the light. A good rule of thumb for safer speeds through intersections is "Reduce speed through intersections FIVE mph less than posted speed limit."

Dismissal of the essay wasn't unexpected. My intention from the start was to write a series of follow up articles to deal with related issues separately in more detail to clarify the case for each. Part II about EV potential. Part III about public transit. Part IV about land-use development concerns plus the essay summary. Part V would open a venue for futurists to present their dazzling or dizzying visions of future beyond 2040. Fortunately for critics, Parts II, III and IV will be as unavoidably provocative as the initial Walking Communities essay.

I propose a provocative public debate to discuss this question: Which of the 3 basic EV drivetrains (BEV vs PHEV vs HFCEV) offers most benefits, applications and potential to reduce fuel/energy consumption, emissions AND insane traffic? All professed EV experts are invited to dispute my adamant contention that the correct answer is PHEV plug-in hybrid to serve 65% EV needs while BEV serves the remainding 35% in mostly lightweight vehicles and short distance trips, hydrogen fuel cell HFCEV tech less than 1% if that. The under-appreciated advantages PHEV tech offers include more ideal applications for "combustible" hydrogen which stores at lower pressures in smaller-safer tanks, meters more reliably into PHEV+H drivetrains and deliver at least twice the equivalent MPG possible with fuel cell HFCEV tech.

It's important to note how PHEV tech enables the broadest distribution of limited resources in more manageable quantities. PHEV tech would serve more household solar rooftop arrays & neighborhood mini-grids. Once depleted, PHEV packs can extend use several years as low-power household supply. Not near as simple with larger worn out BEV packs that are also more expensive to replace.
Here's a basic battery resource distribution chart:
'1' BEV freight truck pack of 500kwh (5 packs in 10 years),
'20' BEV delivery van packs of 150kwh (2 packs in 10 years),
'30' BEV Tesla 'S' sedan packs of 85kwh,
"140" PHEV Chevy Volt class packs of 18kwh,
"500" PHEV Prius class packs of 5kwh
(all sedan packs last 10 years)
PHEV tech is especially applicable to long haul freight trucks. Due to quick charge and discharge, huge 500kwh BEV freight truck packs offer around 150k-200k miles of goods transport before depletion and replacement. Divide the large (500kwh) BEV pack into 5 smaller (100kwh) PHEV packs as "light duty" deliver closer to 200k miles each before replacement. Thus, '5' PHEV truck packs could deliver 1 Million miles of goods transport vs a mere 150k miles with '1' BEV long haul semi truck pack, inexcusable waste.

The Walking Communities essay Part II questions which tech is the more productive investment: Big Battery BEV tech (alone or with) Small battery PHEV+H tech? Part II highlights benefits PHEVs offer yet to be thoroughly considered. Perhaps most important, advantages PHEV tech offers address the larger problem of impossibly excessive vehicle use. We drive too much for too many purposes. We truck and ship goods through neighborhoods across metropolis, states and between nations much too far.

LafiLive @ gmail.com

The Walking Communities of 2040" (edited March 2024)

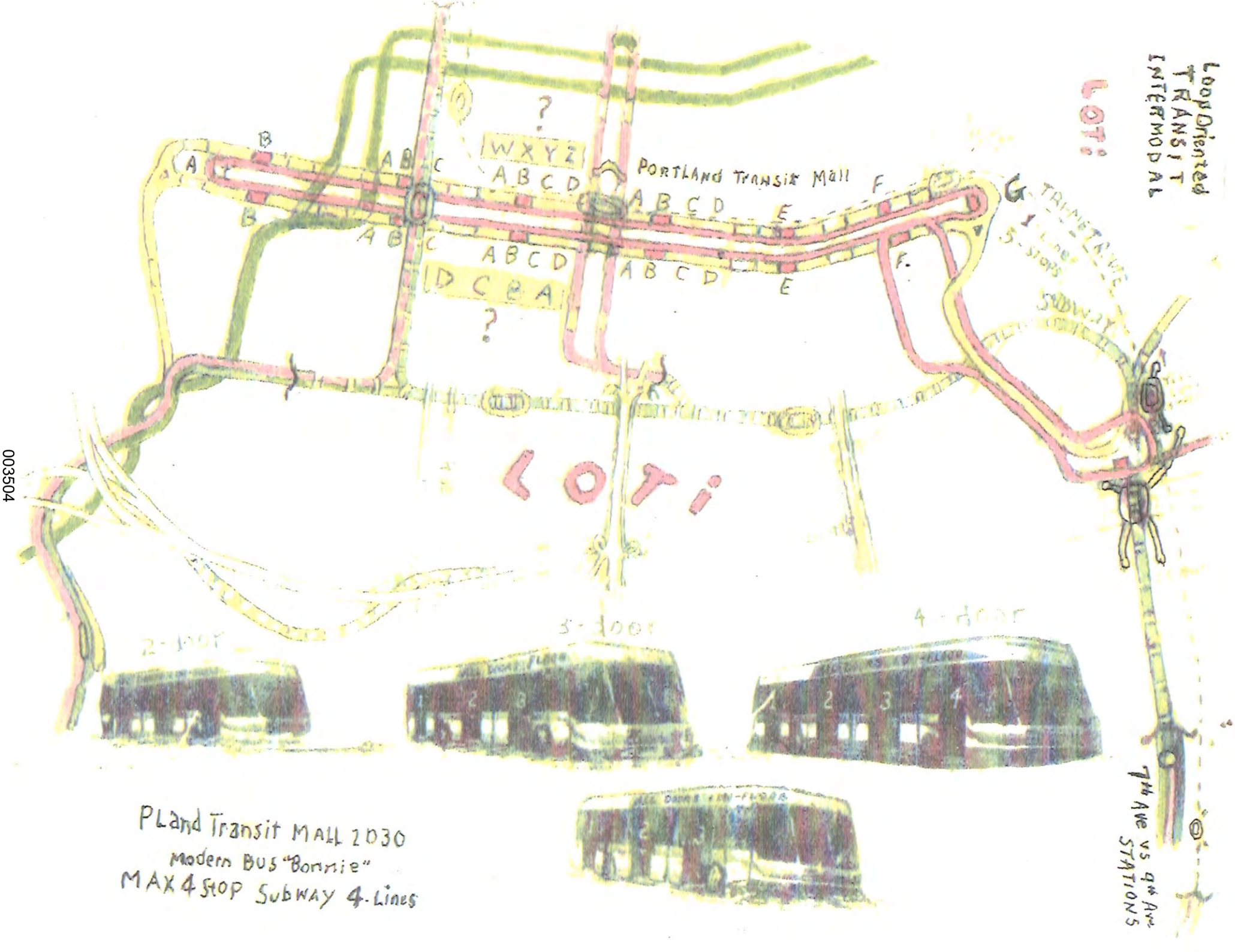
The original essay with this title was penned in 1997 to grace the back cover of a transit proposal submitted to Portland City Council where it received a formal review and was awarded merit. Twenty years later with significant progress achieved in light rail projects nationally, mass transit still fails to address ever growing traffic woes nor soothe environmental nightmares predicted with global warming. As today's divestment in fossil fuel movement builds momentum, I remain certain that mass transit must receive redirected investment dollars. I am just as certain that self-driving car technology is a fraudulent ruse meant to distract public attention from actual solutions that include truly modern mass transit as a fundamental travel mode with the most potential to direct development beyond car dependency and traffic havoc.

The transit proposal is based on a design concept dubbed LOTi (Loop Oriented Transit Intermodal). Sometimes I refer to it as sort of missing link. Its closest model is Denver's 16th Street Shuttle. The design application writ broadly is meant to reduce the cost and impact of light rail and transit centers; streamline both light rail and peripheral bus lines by avoiding circuitous routing; provide convenient transfers rail to bus and between bus lines with the least number of any suitable transit vehicle; and to offer much more potential for transit-oriented infill mixed-use development.

The basic flaws of self-driving cars are simple enough. Their technological hurdles are plainly unsurmountable. They will never be completely safe. They won't decrease traffic congestion, fuel/energy consumption nor emissions sufficient to prevent worst harm from catastrophic climate change. They are most unlikely to reduce travel-related cost of living. They won't take full advantage of the benefits EVs offer, and the technology is supported for all the wrong reasons; to bust transit operator and teamster unions; to give freeway planners an excuse to predict worsening traffic can be managed with reckless tailgating; to maintain most profitable but least resilient regional utility grids despite decentralized EV+PV household power systems a proven ideal.

The most telling aspect of self-driving car folly is eliminating ownership whereupon all cars are kept in central garage locations and dispatched on demand. Never mind that in a grid failure, every household with an EV in the garage gains a backup power supply. Never mind any emergency where a car is needed immediately, not one that may arrive too late. Self-driving car tech completely denies those safety features and pretends 'mass tailgating' won't produce horrific multi-car pileups. Self-driving tech in many ways puts safety dead last.

A household EV offers the means to more closely monitor and reduce energy consumption overall, both for driving and household use. Rooftop PV solar arrays are thee perfect match to EV battery packs. Perhaps most important, a household EV is an incentive to drive less, whereby more trips become possible without having to drive, whereby local economies grow and alternate modes of travel - mass transit, walking and bicycling - all more energy efficient than EVs alone - may serve more travel needs in this vision of walking communities in 2040. It's last line, "Look, there's a gas station. You don't see too many them no more."


Loop Oriented
TRANSIT
INTERMODAL
LOT?
Portland Transit Mall
W X Y Z
A B C D
A B C D E F G
D C B A
?
LOT?
TRIMET LRV
1 LINE
5 STOPS
SUBWAY
7th Ave vs 9th Ave
STATIONS
2-door
3-door
4-door
PLand Transit MALL 2030
Modern Bus "Bonnie"
MAX 4 Stop Subway 4 Lines

003504

September 26, 2024

President Lynn Peterson
Councilor Ashton Simpson
Councilor Christine Lewis
Councilor Gerritt Rosenthal
Councilor Juan Carlos Gonzalez
Councilor Mary Nolan
Councilor Duncan Hwang

Metro
600 NE Grand Avenue
Portland, OR 97232

Dear President Peterson and Metro Councilors,

I am writing on behalf of the Portland Metropolitan Association of Realtors® (PMAR) regarding the COO and staff Urban Growth Management recommendations. We earlier weighed in on the Urban Growth Report, and appreciate the extensive work Metro's staff put into the report and the Urban Growth Report Stakeholder table; it was a welcome opportunity to better understand the report's underlying work, data, and assumptions, and to discuss some of our region's challenges and opportunities with other stakeholders.

PMAR recognizes the Portland region is lacking tens of thousands of homes necessary to meet our growing population and that people in our community suffer due to this lack of housing. Our region's current level of housing construction is 10.1% below the long-term average, and no where near on pace to catch up with past underproduction, let alone accommodate future growth. Portland in particular is struggling to keep up with needed housing production; the city is on track to produce only 500 new units this year, when the forecasted need by 2045 is more than 120,000 new homes.

As a region, we must do much more to meet our housing needs. Accordingly, PMAR strongly urges Metro to support the Sherwood West expansion proposal.

As a region, we must embrace land use, development, and zoning principles that provide and encourage an abundant mix of housing types that meets community needs and provides sufficient housing for current and future residents. Restrictive land use regulations play a major role in stymying the proliferation of new housing. **Growing the Metro area's capacity for housing**

development removes a significant barrier to housing construction. Getting the 2024 growth management decision right will support the continued growth and prosperity of our entire region: That starts with adopting the higher growth population forecasts in the Urban Growth Report, to set the stage for nearer term policy decisions and actions that will in turn foster stronger population growth, and help our region realize economic growth and prosperity.

PMAR also urges you to support the City of Sherwood's expansion proposal, particularly the 340 net acres of residential land proposed in the Sherwood West Concept Plan, which would support the creation of approximately 5,000 new homes.

PMAR believes that there is no one-size-fits-all to housing and that a vast array of homes of various types and at various price-points are needed to serve members of the community, accommodate new residents, and ensure that members of our community can buy a home that fits their unique needs. While Metro may want to make recommendations or provide incentives to encourage certain kinds of housing development, **PMAR would discourage prescriptive requirements or new regulations that would limit Sherwood's housing development options**.

PMAR is committed to working collaboratively with Metro and other stakeholders to ensure that our region's growth management decision is implemented in a way that benefits all residents and facilitates growth of the housing market. Thank you for the opportunity to weigh in on this important decision.

Michele Gila
Director of Realtor® Advocacy

October 1, 2024

Metro Council
600 NE Grand Ave.
Portland, OR 97232

RE: Draft 2024 Urban Growth Report and Sherwood West UGB expansion

Dear Chair Peterson and Metro Councilors,

As you consider the 2024 Urban Growth Management Decision, the Board of County Commissioners would like to encourage you to tour recent developments in prior urban growth boundary expansion areas in Washington County with your staff. Areas with significant development include River Terrace 1 in Tigard, Laurel Woods in Cornelius, North Bethany in unincorporated Washington County, South Cooper Mountain in Beaverton and South Hillsboro.

This would be a great opportunity for you to see how Washington County and the cities in the county have been successfully developing a variety of different types of housing, including needed middle housing, to meet our regional needs following Metro and state action to expand the UGB. The County and the cities have worked together in partnership, along with our special service districts, to build out these areas with great success, while also addressing the challenges of growth and impacts to our existing communities.

Most recent UGB expansion areas have been in Washington County, including:

- **2023 UGB land exchange, 491 acres**: River Terrace 2.0 (Tigard)
- **2018 UGB expansion, 1,267 acres**: Cooper Mountain (Beaverton), Kingston Terrace (King City) and Witch Hazel Village South (Hillsboro).
- **2014 UGB expansion via House Bill 4078, 807 acres**: Areas adjacent to Hillsboro, Cornelius and Forest Grove.
- **2011 UGB expansion (affirmed and included in House Bill 4078), 1,985 acres**: North Hillsboro, South Hillsboro, South Cooper Mountain (Beaverton) and a small portion of River Terrace (Tigard)

Board of County Commissioners
155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072
phone: (503) 846-8681 • fax: (503) 846-4545

Most of these areas are still being built out, and development has not yet begun in the 2018 and 2023 expansion areas. Preliminary data tells us that our expansion areas have residential development densities ranging from around 10 to 16 units per acre. We know that lower- and middle-density single-family and middle housing units (townhomes and plexes) are typically built before higher-density housing, so these density numbers are likely to rise once the expansion areas are built out.

Our Board understands the importance of demonstrating readiness to serve new proposed growth with adequate infrastructure, as Sherwood has done with its proposal to bring the Sherwood West area into the UGB. Washington County has supported growth in the county through significant investments in multimodal transportation improvements in partnership with our cities.

In 2015, we entered into a partnership with the cities of Beaverton, Hillsboro and Tigard to make specific investments in transportation infrastructure to support multiple urban growth boundary expansion areas experiencing high residential growth, including our own North Bethany and Bonny Slope West areas. That work continues today. In addition, in June 2024, our Board approved funding for an intersection feasibility study in the proposed Sherwood West concept plan area. The results of this study will help the city as they conduct the more detailed comprehensive planning necessary in the next stage of this process.

Our Board has previously expressed our support for Sherwood's request to expand the UGB to include the Sherwood West area. We thank you in advance for your thoughtful consideration of the City's proposal. We also look forward to continued partnership with Metro and our Washington County cities to continue making Washington County a thriving and dynamic part of our region where people want to live, work and play.

Sincerely,

Chair Kathryn Harrington

cc: Board of County Commissioners
Sherwood City Council
Washington County Coordinating Committee
Stephen Roberts, Director of Land Use & Transportation

Board of County Commissioners
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Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Metro

Minutes

Thursday, September 26, 2024

10:30 AM

Metro Regional Center, Council chamber,
https://zoom.us/j/615079992 (Webinar ID: 615079992) or
888-475-4499 (toll free)

Council meeting

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber.
You can join the meeting on your computer or other device by using this link: https://zoom.us/j/615079992 (Webinar ID: 615 079 992)

1. Call to Order and Roll Call

Council President Peterson called the Metro Council Meeting to order at 10:33 a.m.
Councilor Nolan joined at 10:36 a.m.

Present: 7 - Council President Lynn Peterson, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, Councilor Gerritt Rosenthal, Councilor Duncan Hwang, and Councilor Ashton Simpson

2. Public Communication

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 p.m. the day before the meeting will be provided to the council prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those wishing to testify in person should fill out a blue card found in the back of the Council Chamber. Those requesting to comment virtually during the meeting can do so by using the “Raise Hand” feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

Council President Peterson opened the meeting to members of the public wanting to testify on non-agenda items.

There were none.

3. Presentations

3.1 National Day of Remembrance for Indian Boarding School Survivors

Attachments: Attachment 1

Council President Peterson introduced Katie McDonald, Tribal Liaison at Metro to present on the National Day of Remembrance for Indian Boarding School Survivors.

Staff Presentation

Katie McDonald stated that she and other Metro staff were at the meeting to bring awareness to the National Day of Remembrance for Indian Boarding School Survivors, September 30, and the lasting impact of the institutions on tribes and indigenous communities. McDonald highlighted the loss of native language as a direct effect of the policies, gave a blessing, and introduced colleagues Felicia Teba, Karissa Lowe, and Michael Lee to present further on the topic.

Felicia Teba shared a personal impact story of the experiences of the boarding schools on two generations of Teba's family and expressed hope that people affected by the boarding schools receive healing.

Karissa Lowe, Community Grants Program Manager, reviewed the 2nd volume of the DOI report, stating that it includes policy recommendations for consideration by Congress and the Executive Branch to continue to chart a path to healing and redress for tribes and other indigenous communities. Lowe expressed that while the report demonstrated progress, there was still a need for more work and a more comprehensive report.

Michael Lee (they/them) reviewed the National Native

American Boarding School Healing Coalition's proposed legislation. Lee shared the recommendations for the government to continue to investigate, document, and report on the histories and long-term impacts on indigenous communities at the federal level and emphasized the importance of regional governments like Metro to make efforts to spread awareness and support healing.

Council President Peterson thanked the presenters, and the Council held a moment of silence.

The Council took a recess from 11:02 a.m. until 11:08 a.m.

4. Consent Agenda

4.1 **Resolution No. 24-5427**, For the Purpose of Confirming the Reappointment of Chris Oxley to the Metropolitan Exposition Recreation Commission

Attachments: Resolution 24-5427
Staff Report

Council President Peterson called for a motion to approve the Consent Agenda, Resolution No. 24-5427, For the Purpose of Confirming the Reappointment of Chris Oxley to the Metropolitan Exposition Recreation Commission.

A motion was made by Councilor Gonzalez, seconded by Councilor Rosenthal, to approve the Consent Agenda.
The motion carried by the following vote:

Aye: 7 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, Councilor Hwang, and Councilor Simpson

5. Resolutions

5.1 **Resolution No. 24-5431** For the Purpose of Accepting the Oregon Zoo 2024 Campus Plan

Attachments: Resolution no. 24-5431
Staff Report
Exhibit A

Council President Peterson called on Heidi Rahn, Director of the Oregon Zoo, and Utpal Passi, Deputy Director of the Zoo, to present the Oregon Zoo 2024 Campus Plan to Council.

Staff pulled up the Zoo Campus Plan slides to present to Council.

Staff Presentation

Heidi Rahn shared that the Zoo had celebrated 50 years of AZA accreditation. The investments from the community to update the zoo to meet the gold standard of facilities and care. Rahn highlighted conservation and education efforts at the Zoo.

Utpal Passi stated that the Zoo staff received broad community support for the goals of the plan, to improve accessibility and guest amenities, and update and replace outdated animal habitats. Passi expressed that the new campus plan was a significant opportunity to advance the Council's goals for equity, accessibility and economic vitality, and stated that the plan aligns the long-range vision of Metro.

Council Discussion

Councilor Hwang asked the presenters about safety improvements as part of the Zoo Plan. Rahn responded that better work spaces would be integrated into the design in each of the Zoo Plan's project areas.

Councilor Nolan expressed gratitude to the region's voters for supporting the Plan and the Zoo staff for their

collaborative approach.

Seeing no further discussion, Council President Peterson called for a motion to approve Resolution No. 24-5431.

A motion was made by Councilor Lewis, seconded by Councilor Simpson, that the Resolution be approved. The motion carried by the following vote:

Aye: 7 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, Councilor Hwang, and Councilor Simpson

6. Public Hearing for 2024 Urban Growth Management: Chief Operating Officer Recommendations

6.1 2024 Urban Growth Management: Public Hearing on Chief Operating Officer Recommendations

Attachments: Staff report
Attachment 1
Attachment 2
Attachment 3

Council President Peterson introduced Eryn Kehe and Catherine Ciarlo to present on the topic of the 2024 Urban Growth Management: Chief Operating Officer Recommendations ahead of the Public Hearing.

Staff pulled up the UGM: COO/Staff Recommendations-Public Hearing slides to present to Council.

Staff Presentation

Kehe summarized staff engagement with Metro's advisory committees, the youth cohort, and various interest groups on the topic of Urban Growth Management. Kehe reported the new analyses in the 2024 Urban Growth Report, along with the recommendation to expand the Urban Growth

Boundary to include the Sherwood West urban reserve based on a regional need for land for housing and industrial development.

Council Discussion

Councilor Hwang inquired about gentrification and displacement trends.

Kehe responded that those dynamics were being considered.

Councilor Rosenthal noted that Metro's goal is not only to provide regional perspective but also to create viable communities and expressed that there needs to be a balance of regional and local priorities.

Ciarlo responded that the recommendations regarding Sherwood West emphasize regional values while recognizing the community's unique needs. Kehe added that specific zoning and land use plans will be decided largely by local government.

Councilor Nolan inquired about the assumption of available land in the report due to the possibility of an executive order from the Governor of Oregon to add acreage. Kehe stated that while staff were aware of this, there had not been time to re-open the report with the new information.

Councilor Gonzalez inquired about the growth scenarios and which elements give the council discretion. Kehe clarified that the "baseline" for growth indicates the most likely scenario based on statistical and expert analysis, and the COO recommends the baseline for growth.

Seeing no further discussion, Council President Peterson moved onto the invited testimony of representatives from the Metro Policy Advisory Committee (MPAC) and the Committee on Racial Equity (CORE).

Council President Peterson introduced MPAC Chair Pam Treece.

Pam Treece, MRC: reported that the deliberation between MPAC and the City of Sherwood had been difficult but respectful. Treece conveyed that the members voted in favor of the COO staff recommendation for approval to the Metro Council with a few amendments. Treece concluded, on behalf of MPAC, that the region needs to accommodate the future growth that supports the economy and housing needs and placed trust in the Council to make the appropriate decisions.

Councilor President Peterson, Councilor Hwang, Councilor Gonzalez, Councilor Rosenthal expressed appreciation for Treece's leadership in the process.

Council President Peterson introduced Temmecha Turner, Committee on Racial Equity (CORE) Co-Chair, Saerom Yoo, CORE Co-Chair, and Tristan Penn, former CORE Co-Chair and UGB roundtable participant.

Saerom Yoo, MRC: recalled that CORE members had been involved in the UGB process for the past year, and while they had submitted recommended conditions of approval, CORE wanted to offer feedback to the Council. Yoo shared that CORE members felt tokenized, and that racial equity was an afterthought. Yoo mentioned lack of data justice, little connection between the UGB and Metro's strategic plan to advance racial equity, a lack of goal implementation, and disregard for historical land exploitation of BIPOC as

points of concern.

Temmecha Turner, MRC: provided a list of guiding recommendations to implement racial equity and inclusion criteria into future processes. Suggestions included: staff training on racial equity impacts, evaluation of data and methodologies to ensure racial justice, investment in resources for thoughtful engagement, commitment to accountability and sincere relationship-building, respect for the lived experience of disenfranchised community members, and centering human impact.

Tristan Penn, MRC: highlighted concerns about the lack of data equity and analysis that does not consider racial equity. Penn shared three recommendations: develop a framework for data equity, collaborate more intentionally with the DEI department and CORE, and provide consistent professional development throughout all departments of Metro.

Councilor President Peterson thanked the CORE representatives for the constructive remarks and offered a public apology.

Councilor Hwang further expressed gratitude for their expertise and emphasized the importance of CORE.

Councilor Rosenthal expressed appreciation and questioned if there were structural problems embedded in the proposal that would make it difficult to incorporate CORE's recommendations, or if those changes could occur within the process.

Yoo conveyed CORE's belief that the changes could be incorporated into the development of the comprehensive plan pending approval of the 2024 UGM recommendations.

Councilor Gonzalez expressed appreciation and stated his personal commitment to make improvements.

Councilor Nolan inquired about racial equity impacts of the current concept plan and invited the representatives to share further comments and reflections.

Yoo noted concerns about a lack of community oversight with the concept plan which seemed dismissive of BIPOC in Sherwood and reported speaking with City of Sherwood staff to incorporate recommended conditions of approval and request proactive engagement.

Penn echoed concerns about the lack of consideration for racial equity but highlighted constructive and encouraging dialogue with staff in the UGR roundtable discussions.

Turner added that they met with community members to discuss concerns about potential economic and environmental impacts.

Councilor Nolan acknowledged omissions and affronts to the members of CORE and offered a collective apology.

Seeing no further discussion on the invited testimony, Council President Peterson opened the 2024 Urban Growth Management: COO/Staff Recommendations for public comment.

Jeffery Kleinman, MRC: Testified in opposition to proposed Urban Growth Boundary expansion

Troy Williver, MRC: Testified in opposition to proposed UGB expansion

David Nemarnik, MRC: Testified in opposition to proposed UGB expansion

Diane Jarvis, MRC: Testified in opposition to proposed UGB expansion

Michael Goeckner, MRC: Testified in support of proposed UGB expansion

Clayton Madey, Zoom: Testified in support of proposed UGB expansion

Alyssa Palmer Goeckner, MRC: Testified in support of proposed UGB expansion

Brian Weissman, MRC: Testified in support of proposed UGB expansion

Peter Foster, MRC: Testified in support of proposed UGB expansion

Amelia Larkin, MRC: Testified in support of proposed UGB expansion

Damien Hall, MRC: Testified in support of proposed UGB expansion

Jane Butler, MRC: Testified in support of proposed UGB expansion

Alexis Miller, Zoom: Testified in support of proposed UGB expansion

Terrel Smith, Zoom: Testified in support of proposed UGB

expansion

Indi Namkoong, MRC: Testified in support of proposed UGB expansion

Mike Connors, MRC: Testified in opposition to proposed UGB expansion

Councilor President Peterson, Councilor Lewis, and Councilor Simpson left the meeting at 12:58 p.m.

There was quorum to continue the public hearing.

Ron Bunch, MRC: Testified about infrastructure cost analysis concerns pertaining to the proposal

Gerard Mildner, MRC: Testified in support of proposed UGB expansion

Kyler Fitch, Zoom: Testified in support of proposed UGB expansion

Todd Christiansen, Zoom: Testified in opposition to proposed UGB expansion

Kelly Ross, MRC: Testified in support of proposed UGB expansion

Brad Smith, MRC: Testified in support of proposed UGB expansion

Titonion Wallace, MRC: Testified in support of proposed UGB expansion

Dr. C.N.E. Corbin, Zoom: Testified about environmental

justice concerns pertaining to the proposal

The Zoom meeting ended at 1:17 p.m. and resumed at 1:19 p.m.

Staff addressed the technical difficulties and the Metro Council continued the public comment session.

Preston Korst, MRC: Testified in support of proposed UGB expansion

Sam Diaz, MRC: Testified in opposition to proposed UGB expansion

Nelly McAdams, MRC: Testified in opposition to proposed UGB expansion

Nick Triska, MRC: Testified in support of proposed UGB expansion

Deputy Council Chair Hwang stated that continuation of the public hearing would be scheduled for Thursday, October 3, 2024 at 10:30 a.m.

7. Chief Operating Officer Communication

Marissa Madrigal provided an update on the following events or items:

- Deferred due to time constraints

8. Councilor Communication

Councilors provided updates on the following meetings and events:

- Deferred due to time constraints

9. Adjourn

There being no further business, Deputy Council Chair Hwang adjourned the Metro Council Meeting at 1:30 p.m.

Respectfully submitted,

Emma McIntosh

Emma McIntosh, Legislative Assistant

Council meeting agenda

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Thursday, September 26, 2024 **10:30 AM** **Metro Regional Center, Council chamber, https://zoom.us/j/615079992 (Webinar ID: 615079992) or 888-475-4499 (toll free)**

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber.
You can join the meeting on your computer or other device by using this link:
https://zoom.us/j/615079992 (Webinar ID: 615 079 992)

1. Call to Order and Roll Call

2. Public Communication

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 p.m. the day before the meeting will be provided to the council prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those wishing to testify in person should fill out a blue card found in the back of the Council Chamber. Those requesting to comment virtually during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Presentations

3.1 National Day of Remembrance for Indian Boarding School Survivors — 24-6124

Attachments: Attachment 1

4. Consent Agenda

4.1 Resolution No. 24-5427, For the Purpose of Confirming the Reappointment of Chris Oxley to the Metropolitan Exposition Recreation Commission — RES 24-5427

Attachments: Resolution 24-5427
Staff Report

5. Resolutions

5.1 Resolution No. 24-5431 For the Purpose of Accepting the Oregon Zoo 2024 Campus Plan — RES 24-5431

Presenter(s): Heidi Rahn, Zoo Director, Metro
Utpal Passi, Zoo Deputy Director, Metro
Kristin Solomon, Senior Capital Project Manager, Metro

Attachments: Resolution no. 24-5431
Staff Report
Exhibit A

6. Public Hearing for 2024 Urban Growth Management: Chief Operating Officer Recommendations

6.1 2024 Urban Growth Management: Public Hearing on Chief Operating Officer Recommendations — 24-6123

Presenter(s): Marissa Madrigal, COO, Metro
Eryn Kehe, Urban Policy and Development Manager, Metro
Ted Reid, Principal Regional Planner, Metro

Attachments: Staff report
Attachment 1
Attachment 2
Attachment 3

7. Chief Operating Officer Communication

8. Councilor Communication

9. Adjourn

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January 2021

6.1 2024 Urban Growth Management: Public Hearing on Chief Operating Officer Recommendations

Public Hearing

Metro Council Meeting

Thursday, September 26, 2024

2024 URBAN GROWTH MANAGEMENT:
PUBLIC HEARING ON CHIEF OPERATING OFFICER/STAFF RECOMMENDATIONS

Date: September 9, 2024
Department: Planning, Development, and Research
Meeting Date: September 26, 2024

Prepared by: Laura Combs, Associate Regional Planner
laura.combs@oregonmetro.gov
Presenter(s): Marissa Madrigal, COO; Ted Reid; Eryn Kehe (Metro Planning, Development, and Research)
Length: 60 minutes

ISSUE STATEMENT

The region's urban growth boundary (UGB) delineates urban and rural uses and is a tool for ensuring thoughtful and efficient growth patterns. The Metro Council is required by state law to – at least every six years – determine whether the UGB has adequate land for expected housing and job growth. The Metro Council last made this determination in December 2018 and is scheduled to do so again by the end of 2024. The Metro Council has directed staff to proceed with an approved work program and requested periodic updates.

Over the course of the year, staff has presented preliminary results for the demographic and economic regional forecast and the capacity analysis. These elements of the Urban Growth Report estimate how many people may live or work in the region over the next 20 years and if the land inside the existing UGB is sufficient to accommodate their homes and places of employment. The draft 2024 Urban Growth Report (UGR), released for discussion at the Metro Council's July 9, 2024 work session, is the analysis that supports the Metro Council as it determines if there is a demonstrated regional need for a UGB expansion.

For the 2024 urban growth management decision cycle, Metro received one proposal from the City of Sherwood to expand the UGB to include the 1,300-acre Sherwood West urban reserve area. If Metro Council determines more land is needed in the UGB to support the next 20 years of growth, they will also determine how Sherwood's proposed expansion will accommodate the needs described in the Urban Growth Report.

A public comment survey was available from July 9 – August 22 to collect feedback on the draft UGR and the Sherwood West expansion proposal. The public comment summary report and the final UGB Youth Cohort report were available for Council review before this public hearing.

A key part of the Council's decision-making process is consideration and discussion of the Chief Operating Officer/Staff recommendations. These recommendations include a point of view about where to fall in the housing and employment capacity gap ranges provided within the Urban Growth Report and a recommendation about the proposed expansion area.

At the September 12 work session, the Metro Chief Operating Officer (COO) and staff summarized the key elements of the recommendations and answered questions about the next steps for the Council's growth management decision. MTAC, MPAC, and CORE have provided their recommendations in response to the COO/Staff Recommendations, and those statements will be presented for consideration during this public hearing.

ACTION REQUESTED

Metro Council considers the 2024 COO/Staff recommendations, public testimony, the public comments received during the public comment period, and the recommendations from MPAC and CORE.

Staff requests that the Metro Council provide it with direction on its intended growth management decision and conditions of approval at its October 8, 2024 work session.

IDENTIFIED POLICY OUTCOMES

State law and regional policies lay out an intention to make efficient use of land inside the UGB and to only expand the UGB if there is a demonstrable regional need to accommodate expected housing or job growth. The Metro Council makes this growth management decision for the region after significant engagement. To ensure that areas added to the UGB are ready for growth, it is the Metro Council's policy to only expand the UGB in urban reserves that have been concept planned by a city or a county. Metro provides grant funding for local jurisdictions to complete concept planning. Metro Council will decide if there is a regional need for land to support demand for housing and jobs and if the UGB will be expanded to include the proposed Sherwood West urban reserve area. If so, the Council will determine conditions of approval to be placed on the expansion area.

POLICY QUESTION(S)

- What is the Council's determination regarding the COO/Staff Recommendations?
- Does the Council have any direction for staff regarding next steps for its decision process, including guidance on potential conditions of approval?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

The Council may respond to the 2024 COO/Staff Recommendations with direction on:

- The identified regional need, shown through housing and employment land capacity gap ranges
- The topic areas for potential conditions of approval, and more specific details on possible conditions

STAFF RECOMMENDATIONS

- Staff recommends Metro Council consider the COO/Staff Recommendations and provide guidance on the next steps of the decision-making process at its October 8, 2024 meeting.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION
Regional urban growth management decisions have long been one of the Metro Council's core responsibilities. The Metro UGB – first adopted in 1979 – is one of Metro's tools for achieving the 2040 Growth Concept's vision for compact growth, thereby protecting farms and forests outside the UGB and focusing public and private investment in existing communities. These are all key to reducing greenhouse gas emissions and expanding housing options.

The UGB is just one policy tool, however, and must be accompanied by other policies, partnerships, and investments to make good on the 2040 Growth Concept and to address challenges like housing affordability, displacement, houselessness, and economic development. Often, growth management processes provide a venue for identifying the need for new initiatives.

Metro strives for transparency in its growth management work, which can be challenging given its highly technical aspects. The 2024 decision will provide opportunities for interested parties to inform and understand the many technical and policy aspects of this work. Those opportunities include, not only standing advisory committees, but also groups formed for this decision process such as the UGR Roundtable, the Land Use Technical Advisory Group, the regional forecast expert review panel, and the Youth Cohort.

BACKGROUND
At its March 7, 2023 work session, the Council directed staff to begin implementing the work program for the 2024 urban growth management decision. Staff have returned periodically to update the Council on the progress of key components of the work program.

ATTACHMENTS

- Is legislation required for Council action? x Yes □ No
- If yes, is draft legislation attached? □ Yes x No
- What other materials are you presenting today?
    - 2024 Urban Growth Management: Metro Chief Operating Officer/Staff Recommendations
    - 2024 Urban Growth Management Decision: Public comment report
    - 2024 Urban Growth Management: Youth Cohort final report

2024 Urban Growth Management Decision: Metro Chief Operating Officer/Staff Recommendations

August 26, 2024

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TABLE OF CONTENTS

LIST OF ACRONYMS I
A DELIBERATE APPROACH TO GROWTH 1
ADAPTING AND IMPROVING OUR GROWTH MANAGEMENT PROCESS 2
CITY OF SHERWOOD READINESS 3
THE REGION NEEDS MORE HOUSING OF ALL TYPES 5
REGIONAL NEED FOR UGB EXPANSIONS FOR HOUSING 5
PLANNING FOR JOB GROWTH 7
NEED FOR LARGE INDUSTRIAL SITES TO ACCOMMODATE HIGH-TECH MANUFACTURING GROWTH 7
ADDITIONAL LANDS TO SUPPORT COMMERCIAL JOB GROWTH 8
POTENTIAL UGB CONDITIONS OF APPROVAL 8
ADDITIONAL RECOMMENDATIONS 9
IMPROVE HOW WE ASSESS EQUITY IN GROWTH MANAGEMENT DECISIONS 9
CONSULT WITH TRIBES 9
REVISE HOW WE ACCOUNTED FOR SLOPES ON EMPLOYMENT LANDS 10
UPDATE THE REGION'S VISION FOR ITS FUTURE 10
PUBLIC COMMENTS 11
TIMELINE (SUBJECT TO CHANGE) 12
ATTACHMENT 1: HOUSING CAPACITY, NEED, AND DEFICIT ASSUMPTION DETAILS 13

LIST OF ACRONYMS

The following is a list of acronyms used throughout this document.

COO: Metro Chief Operating Officer
CORE: Committee on Racial Equity
MPAC: Metro Policy Advisory Committee
MTAC: Metro Technical Advisory Committee
UGB: urban growth boundary
UGR: Urban Growth Report

A DELIBERATE APPROACH TO GROWTH

Under Oregon state land use law, the Metro Regional Government ("Metro") is charged with making decisions about whether to expand the urban growth boundary (UGB) in the greater Portland region. This communication from Metro's Chief Operating Officer contains the staff recommendation to the Metro Council regarding the need for a UGB expansion and the City of Sherwood's 2024 proposal to address that need.

The urban growth boundary has long been one of Metro's most important tools for focusing the development of new homes and businesses in existing downtowns, main streets, and employment areas. Residents of the region have told us time and again to hold this priority: make the most of the land inside the boundary so that outward growth on the urban edge only happens when it is necessary and provides benefit for the entire region. This deliberate approach is crucial for strengthening existing communities, protecting farms and forests, and reducing greenhouse gas emissions.

According to state law, Metro is required to make a decision about whether to expand the UGB at least every six years. In making these decisions, Metro must provide up-to-date information about demographics, population and employment growth, development trends, and estimates of buildable land inside the UGB. This thorough assessment of whether there is a regional need for expanding the UGB is not only required by law – it is central to the greater Portland region's identity. When new growth occurs at the edges of the urban growth boundary, it should be necessary, planned, and deliberate.

Today, the greater Portland region is facing a housing shortage crisis. In addition, there is agreement across the region that attracting more family-wage industrial jobs will help our communities thrive. However, it is also clear that simply providing more land won't necessarily result in jobs and housing. Experience has shown that certain conditions must be in place to ensure that UGB expansion areas produce housing and jobs in a near term time frame. Time and time again we have seen that development occurs successfully where there is a commitment from city leaders and community members, where there is a plan for paying for needed infrastructure, and where there is market demand. If these ingredients aren't present, new urban growth is extremely slow if it happens at all.

For those reasons, in 2010 the Metro Council adopted a policy to only expand the UGB into urban reserve areas that have been concept planned by a local government and that demonstrate readiness to be developed. In the current 2024 UGB cycle, the City of Sherwood is the only city that has prepared a concept plan and proposed a UGB expansion, and they have shown that these elements are in place. Sherwood's readiness for new urban growth provides an opportunity to address the regional land needs identified in the draft 2024 Urban Growth Report (UGR).

Consequently, Metro staff recommend that the Metro Council consider expanding the UGB to include the Sherwood West urban reserve. Staff further recommend that the Council consider placing conditions on this expansion to ensure that the land is used efficiently and will support regionally identified needs. These conditions could reinforce the City of Sherwood's concept plan for the expansion area by improving housing affordability and protecting industrial lands so that they produce well-paying jobs in the manufacturing sector.

The information that follows sets out the reasoning behind this recommendation and lays the groundwork for the Metro Council to consider potential conditions of approval.

ADAPTING AND IMPROVING OUR GROWTH MANAGEMENT PROCESS

Our region's deliberate approach to growth has paid dividends for people who call this region home by helping to maintain a unique connection to nature and a high quality of life. However, as the world changes, our approach to managing growth must change too. In response to evolving needs and conditions over the years, Metro and its partners have collaborated to make improvements to the urban growth management process such as:

- Working with our regional partners to identify designated urban reserves and rural reserves that provide certainty about where the UGB may or may not be expanded over the coming decades.
- Using a 'range' forecast to acknowledge that there is inherent uncertainty in estimating future growth over the next 20 years.
- Encouraging more timely housing and business development in UGB expansion areas by requiring that a local jurisdiction complete a concept plan for an urban reserve before the area is brought into the boundary.
- Providing grant funding to cities to support local concept planning and comprehensive planning efforts.
- Adopting a fast-track expansion process for adding large industrial sites to the UGB to respond to near term opportunities.
- Providing an off-cycle UGB amendment process to address unanticipated non-residential land needs such as those identified by school districts.
- Creating a mid-cycle UGB process to be responsive to city proposals for addressing unanticipated residential land needs between the designated 6-year scheduled approval process.
- Clearly specifying in Metro's Code the factors that cities must address in UGB expansion proposals.
- Completing a land exchange in 2023 that brought concept planned land within an urban reserve inside the UGB and removed unplanned land to ensure more of the land inside the UGB will produce housing.

- Continually improving technical analyses to reflect new practices, including how to forecast redevelopment potential and estimate current and future housing needs.
- Examining regional needs for industrial lands with specific site characteristics and applying that information to evaluate expansion proposals.
- As with the forecast, using a range of estimates to acknowledge the inherent uncertainty in predicting growth capacity within the UGB.
- Increasing transparency by convening the 2024 Urban Growth Report Roundtable, comprised of diverse expertise and interests.
- Elevating youth perspectives and building future leaders by convening a UGB Youth Cohort in 2024.

One of the characteristics that makes our region unique is our ability to collaborate and work together to adapt and modernize our systems to respond to changing conditions.

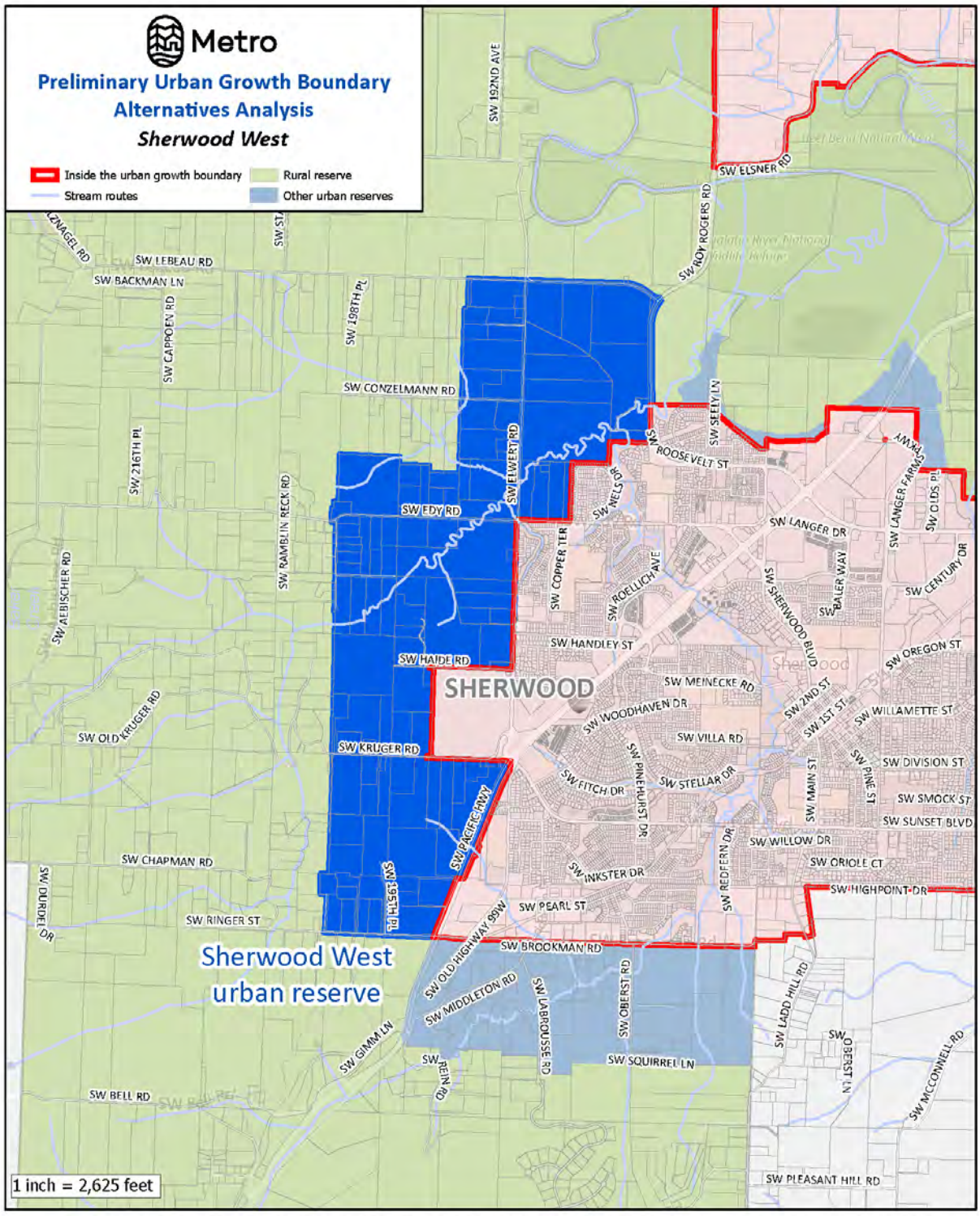
CITY OF SHERWOOD READINESS

Based on the draft 2024 Urban Growth Report (UGR) in addition to discussions at the Metro Council, MPAC, MTAC and the Urban Growth Report Roundtable as well as comments received during the public comment period, Metro staff believe there is a regional need to expand the UGB to provide more land for housing and job growth. Staff also encourage the Metro Council to set clear expectations for areas added to the boundary, so the expansion addresses not just local interests, but regional needs.

The City of Sherwood has completed extensive work to propose a UGB expansion for the Metro Council's consideration. The expansion proposal indicates that Sherwood is ready to take meaningful steps toward getting homes and businesses built in the proposed UGB expansion area. The Sherwood West Concept Plan includes proposed land uses to support up to approximately 5,500 housing units and 4,500 jobs. For those reasons, staff recommend that the Metro Council consider expanding the region's UGB to include the Sherwood West urban reserve.

Considerable work remains if the Metro Council chooses to add this area to the UGB. As part of this recommendation, staff encourage the Council to identify conditions ensuring that land added to the UGB will address a range of housing needs and provide industrial sites likely to attract family wage manufacturing jobs.

Figure 1: Recommended UGB expansion in the Sherwood West urban reserve



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The following pages of this report describe additional considerations that inform this staff recommendation.

THE REGION NEEDS MORE HOUSING OF ALL TYPES

It is well known that there is a national housing shortage, as well as housing shortages in Oregon and in the greater Portland region. This is reflected in housing prices and rents that remain high and in the growing number of people experiencing housing instability or houselessness. With the expectation that population growth will continue in our region – irrespective of the rate of that growth – we need more housing to be built.

The vitality of every community depends on having a diverse range of people from all backgrounds doing a broad range of work: teachers, contractors, daycare providers, nurses, and grocery store workers to name a few. As home prices rise and demand outstrips supply, we need to do more to provide housing opportunities for these essential workers in every community. Likewise, we need to provide housing options that suit people from all life stages: students seeking rental housing, growing families that need an additional bedroom, retirees seeking to downsize but remain in their community.

The primary question addressed by the Urban Growth Report is not just whether more housing is needed but whether there is enough space inside the existing UGB to meet that need. Land already available within the UGB provides opportunities for a diverse range of housing. The region's track record, as documented in the 2024 UGR, shows that there is considerable market demand for urban housing close to transit, services, and amenities. Recent statewide allowances for 'middle housing' such as townhouses and duplexes are producing results, and we expect that more of these housing options will be provided in the future.

The draft UGR also indicates that, depending on our assumptions about the future, there is potentially a need for additional land to meet the region's need for additional housing. As we consider bringing new areas into the UGB, we must make sure those areas will address the needs of a wide variety of households.

REGIONAL NEED FOR UGB EXPANSIONS FOR HOUSING

Under state law, the UGB can only be expanded when there is a demonstrated regional need for additional capacity to accommodate the next 20 years of forecasted growth. The analysis in the draft 2024 UGR's range of growth estimates shows that the Metro Council has the latitude to determine that a need for more land exists.

Housing capacity

The draft 2024 UGR describes a range of possible housing growth capacity currently available within the urban growth boundary. The specific amount of housing capacity available within that range depends on expected market conditions and development responses. Consistent with the recommendation to plan for the baseline forecast described in the following

paragraph, staff recommend capacity assumptions that fall within the middle of the ranges established in the draft 2024 UGR.

For the 2024 growth management decision, staff recommend that the Metro Council base their decision on a finding that there is capacity inside the UGB for 175,500 additional homes. Details about that assumed growth capacity can be found in Attachment 1 to this recommendation and in the draft 2024 UGR.

Household forecast and capture rate

As a basis for this growth management decision, staff recommend that the Metro Council plan for the baseline forecast for the seven-county Metropolitan Statistical Area (MSA) for the 2024 to 2044 period. The baseline forecast describes the most likely amount of growth for the region. This means planning for approximately 315,000 more people and 203,500 more households in the MSA.

The UGB "capture rate" is used to describe the share of seven-county household growth that is expected to occur in the Metro UGB. For discussion purposes, the draft 2024 UGR scenarios assumed a 70 percent UGB capture rate. Staff have heard partner opinions and share optimism that the region will regain its reputation as an attractive place to live and work. Staff therefore recommend that the Metro Council consider planning to accommodate slightly more than 70 percent of the MSA's household growth in the Metro UGB.

Notwithstanding recent declines after the pandemic-induced recession, this would represent a continuation of the historic upward trend in Metro's UGB capture rate for household growth. Adding the Sherwood West urban reserve to the UGB can provide a means of achieving this slightly higher capture rate by attracting household growth that may otherwise occur outside of the Metro UGB.

Staff recommend that the Council plan for 176,500 to 180,800 additional homes in the Metro UGB to meet current and future housing needs. Additional details about how those numbers are derived can be found in Attachment 1 and in the draft 2024 UGR.

Housing capacity deficits

Comparing UGB housing growth capacity (175,500 homes) and housing needs (176,500 to 180,800 additional homes) indicates a potential deficit of capacity for 1,000 to 5,300 homes. Additional details about those deficits can be found in Attachment 1.

Depending on the mix of housing it includes, the Sherwood West urban reserve could meet the range of identified regional housing capacity deficits. The adopted Sherwood West Concept Plan describes a range of 3,117 (9.2 dwelling units/acre) to 5,582 (16.4 dwelling units/acre) homes.

PLANNING FOR JOB GROWTH

Future job growth requires more workers to fill those jobs. This means that our job growth forecast should be generally consistent with our expectations for population growth. Consequently, as with population and household growth, staff recommend planning for the baseline employment forecast, which estimates the most likely growth scenario.

Today, there are approximately 1,261,200 jobs[1] in the seven-county MSA. Staff recommend planning for an increase of approximately 110,000 jobs, for a total of 1,371,400 jobs in the MSA by the year 2044.

Based on long-term trends, staff recommend planning for 75% of the new MSA-level jobs in the Metro UGB.[2] Today, there are approximately 996,600 jobs in the Metro UGB. By 2044, an additional 82,500 new jobs are anticipated, for a total of 1,079,000 jobs within the Metro UGB.

NEED FOR LARGE INDUSTRIAL SITES TO ACCOMMODATE HIGH-TECH MANUFACTURING GROWTH

Using the baseline employment forecast, the draft 2024 UGR identifies a surplus of 4,550 acres of industrial land in the region. However, as also explained in the draft UGR, most of the region's industrial land supply consists of smaller parcels with an average lot size of 3.8 acres and a median lot size of 1.7 acres. Although these smaller industrial spaces are in demand, they cannot serve the needs of the entire industrial market. The draft UGR describes a shortage of larger industrial sites for the expansion of existing businesses and recruitment of companies from outside the region; in particular, there is a lack of unconstrained parcels with relatively flat slopes and proximity to transportation facilities that could be aggregated into larger 50+ acre industrial sites.

The 2022 Oregon Semiconductor Taskforce Report identified a statewide need for four sites of 50 to 100 acres suitable for high tech manufacturers. As described in the draft UGR, the greater Portland region is the heart of the state's high-tech economy; however, the current regional inventory does not include enough industrial sites with characteristics that are suitable for addressing this need.

High tech manufacturing has become a major focus of incentive programs from the federal government designed to increase domestic production of critical technologies. Our region has significant competitive advantages in designing and manufacturing technologies to help adapt to and mitigate climate change and improve global connectivity. Staff analysis indicates that our region lacks enough available and unconstrained sites of sufficient size, slope, and proximity to

[1] These figures are for non-farm jobs because the task of growth management decisions is to estimate land need for urban uses.

[2] The draft 2024 UGR employment land demand analysis incorporates different UGB capture rates for different sectors. 75% is the historic UGB capture rate for the 1979-2022 period across all non-farm sectors.

existing transportation facilities and high-tech manufacturing clusters to allow for growth of these critical industries over the next 20 years. A lack of available sites would be a limiting factor in our region's ability to take advantage of historic incentives to support economic development.

Under Statewide Planning Goal 14, Metro is authorized to expand the UGB onto land that is suitable to meet a particular identified need based on specific site characteristics. Staff recommend that, based on the necessary site characteristics described above, the Metro Council address a need for two 50+ acre sites by expanding the UGB to include the mixed employment area in the north end of the Sherwood West concept plan. Staff further recommend that the Metro Council consider conditions of approval to protect these important large sites to help ensure that they will address the identified need.

ADDITIONAL LANDS TO SUPPORT COMMERCIAL JOB GROWTH

The draft 2024 UGR identified a baseline deficit of 320 buildable acres to support expected commercial job growth. Sherwood has included at least 135 acres for commercial employment in its concept plan. Staff recommend that the Metro Council address the commercial land need described in the UGR by expanding the UGB to include the Sherwood West urban reserve. The remaining deficit beyond that addressed by a potential expansion is within the margin of error for a long-range land need analysis. To the extent that there may be additional demand for commercial land, staff expect that demand would be addressed through additional redevelopment.

POTENTIAL UGB CONDITIONS OF APPROVAL

With the goal of expanding housing choices and reducing housing costs, protecting industrial sites, and continuously improving engagement for planning efforts, staff recommend that the Council consider conditions on the proposed UGB expansion. The bullets below provide suggestions for several topics that could be addressed by conditions of approval. Generally, these recommended conditions reinforce the work that the City of Sherwood has done in its Sherwood West Concept Plan. For example:

- In order to achieve a mix of housing types, the Metro Council could establish an expectation for a minimum number of homes. This could fall within the range proposed by the City of Sherwood's adopted Sherwood West Concept Plan (base density of 9.2 units per acre to a maximum density of 16.4 units per acre). The difference between these reflects the actualization of "missing middle" housing allowed by HB 2001 (2019). The city of Sherwood would determine housing mix details in their comprehensive planning process.
- The greater Portland region is in an affordable housing crisis. We need more housing options for people who make less than the region's median income (currently $116,900 for a family of four). Sherwood elected officials and staff have expressed an interest in

creating opportunities to live and work in their community. That will require us to work together to ensure housing affordability and not just leave it up to the market. The Metro Council could set out conditions to guide this work.

- Staff's recommendation to create and protect large industrial sites is intended to achieve widely shared goals to grow our region's high-tech manufacturing sectors. The Metro Council could consider specific goals or restrictions to make sure this happens.
- Creating inclusive communities means bringing a variety of perspectives into the planning process. Staff recommend a broad-based approach to community engagement that goes beyond collecting input from those who currently live near the expansion or those who have typically engaged in city planning – and include community members and Community Based Organizations representing historically marginalized groups. Staff also recommend inviting interested Tribes to engage in the city's planning processes.

ADDITIONAL RECOMMENDATIONS

Improve how we assess equity in growth management decisions

For many years, Metro has had the goal of addressing racial equity in its work, including urban growth management decisions. We've tried several approaches including:

- Using the Regional Equity Atlas to provide decision makers with contextual information.
- Requiring cities proposing expansions to describe how they are working to advance racial equity.
- When we've expanded the UGB, requiring and supporting cities in conducting broad-based community engagement for their comprehensive planning.
- Assessing equity outcomes in past UGB expansion areas.

In keeping with our tradition of always seeking to learn and do better, staff recommend that Metro Council direct staff to work with its advisory committees to identify possible amendments to Title 11 of the Urban Growth Management Functional Plan to require local governments to complete equity assessments when concept planning for new urban areas.

Consult with Tribes

Tribes are independent sovereigns with inherent powers of self-government and relationships with the U.S. government that derive from treaties, federal law and executive orders. These Federal-Tribal relations are political and do not derive from race or ethnicity. Treaties are listed among the elements that make up "the supreme law of the land" under Article VI of the U.S. Constitution.

The lands now known as the greater Portland metropolitan area are part of the aboriginal homelands, traditional use areas and trade networks of numerous Tribes. For millennia, Indian people resided throughout the Willamette Valley and along the Willamette and Columbia Rivers

and their tributaries in traditional villages, permanent communities and seasonal encampments. The relationship of Tribes, their lands and interests extend from time immemorial to the present day and beyond. Each Tribe's interests are distinct. These interests may overlap and intersect with the urban growth boundary in various ways.

Metro and other local governments need to do a better job of consulting with Tribes on growth management and land use issues that have the potential to impact tribal interests and priorities such as treaty rights, the protection of sensitive cultural resources, or enhancing the welfare of tribal members residing in urban areas off reservation. For that reason, staff recommend that Metro Council direct staff to work with interested Tribes, Metro's Tribal Affairs program and its advisory committees to identify possible amendments to Title 11 of the Urban Growth Management Functional Plan to require local governments to consult with Tribes when concept planning and comprehensive planning new urban areas. Staff also recommend that Metro identify opportunities to ensure and improve Metro's Urban Growth Report technical analyses are inclusive of relevant tribal priorities, expertise, and data sets.

Revise how we accounted for slopes on employment lands

Recent discussions at the UGR Roundtable and the Metro Policy Advisory Committee (MPAC) have raised questions about the assumptions staff make when inventorying buildable employment lands. We have heard questions about our assumed thresholds for steep slopes and whether some of those lands are viable for development.

Based on their professional expertise and review of other jurisdiction's work, Oregon Department of Land Conservation and Development staff have recently advised Metro to use a 10% slope threshold when inventorying buildable employment lands. Staff will revise the UGR analysis of employment land capacity to follow that advice. That revised analysis will be included in the final UGR presented for Metro Council adoption later this year.

Using this more conservative slope threshold does not change the analysis in the draft 2024 UGR that the baseline forecast indicates there is enough industrially-zoned land inside the UGB to match generally expected job growth, at least before assessing a more specific need for additional land with particular site characteristics. Most importantly, it doesn't change the fact that we collectively need to focus on the investments and actions necessary to make sure more of these employment lands are shovel-ready to capitalize on economic development opportunities. That includes necessary regional discussions about site aggregation, brownfield remediation, infrastructure financing, zoning changes, incentive programs and more.

Update the region's vision for its future

Our region had the foresight 30 years ago to adopt the region's Future Vision and 2040 Growth Concept. These long-range plans helped guide how greater Portland has responded to population growth in a way that reflects shared community values. The Growth Concept has

served us well and has positioned us to address the challenges of climate change and racial equity, but we know there's more work to be done to prepare for these and other future issues.

A lot has changed since the region adopted the Future Vision and the 2040 Growth Concept. Staff will bring a work program to Metro Council to renew the Future Vision and 2040 Growth Concept in Fall 2024. This work will help address many, though not all, topics and potential actions that came up while developing this urban growth management recommendation.

This work program should include an assessment of how these existing plans have performed for the region's residents: what has worked well or turned out as envisioned, and where there is still work to do or turned out differently from the vision. While we believe the fundamentals of the Vision and Growth Concept are still relevant, it is essential to demonstrate this through study.

Planning for 25 and 50 years in the future also requires understanding where today's trends may potentially take the region. The work program should include investigation of how climate change, demographics, technology, and other topics will change in the coming decades and how visioning can prepare the region to adapt to these shifts.

The updates of these long-range plans must also capture topic areas not currently addressed in the 1995 versions of these documents that are of greater importance and interest today. These include, but are not limited to: racial equity, climate resilience and adaptation, arts and culture, anti-displacement strategies, and Tribal relations. Updates must also address how Metro's purview has changed since 1995 to encompass major roles in the region's housing and parks and natural areas.

PUBLIC COMMENTS

Metro held a public comment period from the release of the draft UGR on July 9 through August 22. 349 survey responses were received during this period. We heard a variety of viewpoints about the draft Urban Growth report and the City of Sherwood's expansion proposal. Themes from comments about the expansion proposal include:

- Optimism about future growth potential, including the potential for a resurgence of high-tech manufacturing
- Interest in more housing and job opportunities in Sherwood, including housing choices for seniors, young families and other demographic groups
- Concern about the impacts of a potential UGB expansion on traffic, with the lack of transit options available in Sherwood
- Concern about impacts on farmland and agricultural activities
- Importance of housing affordability
- Concern about impacts on the environment and climate change
- Concern about impacts of new development on existing public infrastructure leading to tax increases for current residents
- Concern about potential impacts on schools

- Recommendation to use land within the UGB before expanding

We also received input about the methodology of the draft UGR. Themes include: suggestions for different approaches to the buildable land inventory, population projections, and density estimates.

These comments highlight the variety of issues that need to be balanced by the UGR. While this staff recommendation does not address every technical topic raised, it acknowledges that the UGR is a point-in-time document that seeks to balance interests and provide a reasonable range of estimates for the Metro Council to determine whether to expand the UGB and accept the City of Sherwood's proposal.

TIMELINE (SUBJECT TO CHANGE)

August 26, 2024:	Release COO recommendation
August 28, 2024:	MTAC discussion of COO recommendation and public comment themes
September 5, 2024:	Council work session on COO recommendations and public comment themes; (*full public comment summary provided at Council meeting*)
September 11, 2024:	MPAC discussion of COO recommendation and recommendations to Council; request any final MTAC advice
September 18, 2024:	MTAC advice to MPAC, if requested
September 19, 2024:	CORE recommendation to Council
September 25, 2024:	MPAC recommendation to Council
September 26, 2024:	Council holds public hearing on COO recommendations
October 8, 2024:	Council provides direction to staff at work session
November 21, 2024:	Council first reading of ordinance; public hearing
December 5, 2024:	Council second reading of ordinance; decision

ATTACHMENT 1: HOUSING CAPACITY, NEED, AND DEFICIT ASSUMPTION DETAILS

The tables below include specific numbers, but long-term estimates cannot be expressed this precisely. For that reason, the final totals are rounded to the nearest hundred.

Table 1: Recommended housing capacity assumptions (Metro UGB, 2024-2044)

	UGB Capacity Assumptions (number of homes)			
	single-detached	middle housing	multifamily	Total
Vacant land (larger mix of single-unit detached)	34,944	13,228	42,970	91,142
Redevelopment (Baseline)	12,292	11,727	24,382	48,400
Concept plan areas and planned development on vacant land	9,096	6,662	4,138	19,896
Other planned redevelopment	135	172	9,830	10,137
Office-to-residential conversion (baseline)	-	-	1,000	1,000
ADUs and middle housing conversion/infill (low)	-	4,955	-	4,955
Total UGB capacity (rounded)	**56,500**	**36,700**	**82,300**	**175,500**
Capacity housing mix	32%	21%	47%	100%

Table 2: Recommended Metro region current and future housing need assumptions (2024-2044)

7-county MSA baseline household growth (2024-2044)	203,530
Future household growth in Metro UGB (70% to 72% Metro UGB capture)	142,500 to 146,500
Add 5% vacancy rate (to convert future households to homes)	7,100 to 7,400
Subtotal of UGB future housing needs (number of homes)	149,600 to 153,900
Add current housing needs (underproduction, houselessness, 2nd and vacation rentals)	26,953
Total current and future UGB housing need (2024-2044, rounded)	176,500 to 180,800

Table 3: Metro UGB current and future housing need and deficit assuming 70% UGB capture

	UGB Housing Need at 70% UGB Capture			
	single-detached	middle housing	multifamily	Total
Future need: baseline forecast (see Table 1)	56,846	32,911	59,838	149,594
Units lost to 2nd and vacation homes	1,072	1,769	443	3,285
Historic underproduction	726	2,089	12,160	14,975
Households experiencing houselessness	-	40	8,653	8,693
Total Housing Need (rounded)	**58,600**	**36,800**	**81,100**	**176,500**
Needed housing mix	33%	21%	46%	100%
Total UGB capacity (rounded)	56,500	36,700	82,300	175,500
Deficits (rounded)	**(2,200)**	**(100)**	**1,200**	**(1,000)**

Table 4: Metro UGB current and future housing need and deficit assuming 72% UGB capture

	UGB Housing Need at 72% UGB Capture			
	single-detached	middle housing	multifamily	Total
Future need: baseline forecast (see Table 1)	58,470	33,851	61,547	153,868
Units lost to 2nd and vacation homes	1,072	1,769	443	3,285
Historic underproduction	726	2,089	12,160	14,975
Households experiencing houselessness	-	40	8,653	8,693
Total Housing Need (rounded)	**60,300**	**37,700**	**82,800**	**180,800**
Needed housing mix	33%	21%	46%	100%
Total UGB capacity (rounded)	56,500	36,700	82,300	175,500
Deficits (rounded)	**(3,800)**	**(1,000)**	**(500)**	**(5,300)**

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we've already crossed paths.

So, hello. We're Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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2024 growth management decision

Public comment report

DRAFT

A summary of comments received during the comment period for the 2024 Urban Growth Report and Sherwood West Expansion Proposal from July 9 to Aug. 22, 2024.

September 2024



PURPOSE AND BACKGROUND 1
PUBLIC COMMENTS AT A GLANCE 2
PUBLIC COMMENT PERIOD OVERVIEW 3
ONLINE SURVEY RESULTS 4
COMMENTS VIA EMAIL, LETTERS AND PHONE 12
WHO PARTICIPATED 12
NEXT STEPS 13

APPENDIX A: PUBLIC COMMENT ONLINE SURVEY RESULTS A1
APPENDIX B: PUBLIC COMMENT EMAILS AND LETTERS B1

DRAFT

PURPOSE AND BACKGROUND

As new people move to the greater Portland region and businesses create more jobs, our region's urban growth boundary (UGB) serves to focus development within the boundary. The focused development helps stretch limited public dollars that build and maintain the streets, water and sewer pipes, schools and parks that every community needs. Focusing development within the UGB also helps protect high-quality farmland, forests and natural habitats.

Every six years, the state directs Metro to assess whether there is enough land inside the urban growth boundary for the next 20 years of job and housing growth. These periodic decisions also provide an opportunity to support the 2040 Growth Concept, greater Portland's vision for growth. The Growth Concept envisions the region's growth in town centers and urban corridors and guides UGB expansions into urban reserves–areas best suited for future development–after careful consideration of whether those expansions are needed.

To make an urban growth management decision, Metro assesses trends for a variety of factors, from changes in population growth, household size and consumer desires to the future of workplaces and transportation. Metro publishes these assessments in the urban growth report.

If there is a regional need for land to accommodate the next 20 years of jobs and housing growth, Metro Council can consider expanding the greater Portland region's UGB. However, the region has learned that adding more land alone is not enough. Expansion areas only produce jobs or housing when a city can provide infrastructure like pipes, roads, sidewalks, parks, and schools.

If a city decides that it is ready to expand the UGB into urban reserves, the city must be ready to support development. A city demonstrates its readiness with a concept plan. A concept plan lays out the vision for the area, intended land uses, transportation network, environmental protections, additional necessary infrastructure and funding sources. Cities that are interested in expansion must submit an expansion proposal with a concept plan to Metro for consideration, along with governmental agreements, letters of support and findings.

For the 2024 urban growth management decision cycle, Metro received one proposal from the City of Sherwood to expand the UGB to include the 1,300-acre Sherwood West urban reserve area. If Metro Council determines more land is needed in the UGB to support the next 20 years of growth, they will also determine how Sherwood's proposed expansion will accommodate the needs described in the urban growth report.

From July 9 to August 22, 2024, Metro asked residents of the greater Portland region for their thoughts on the 2024 draft Urban Growth Report and the City of Sherwood's expansion proposal. Metro Council will consider public comments as they make an urban growth decision.

PUBLIC COMMENTS AT A GLANCE

From July 9 to August 22, 2024, Metro held a public comment period, inviting feedback on the draft 2024 Urban Growth Report and an urban growth boundary expansion proposal from the City of Sherwood. During the public comment period, Metro invited comments and feedback from members of the public, community and business organizations, regional advisory committees, agency partners and policymakers.

This public comment period builds on public involvement throughout the urban growth management process. Learn about the ideas and feedback provided by 15 youth who met regularly through the urban growth management process.

Metro received **72** email comments and 365 responses to an online survey.

Public comments included a variety of viewpoints about the draft Urban Growth report and the City of Sherwood's expansion proposal. Themes from comments provided in emails and the online survey about the expansion proposal include:

- Optimism about future growth potential, including the potential for a resurgence of high-tech manufacturing
- Interest in more housing and job opportunities in Sherwood, including housing choices for seniors, young families and other demographic groups
- Sentiment that the expansion is not needed at all or is not needed at the proposed site
- An interest in more infill development before the urban growth boundary is expanded
- Concern about the need for more housing, a diversity of housing and housing that is affordable
- Concern about the impacts of a potential UGB expansion on traffic; some comments pointed to limited transit options available in Sherwood
- Concern about the impacts of a potential UGB expansion on farmland and agricultural activities in the area
- Concern about potential impacts of a potential UGB expansion on the environment and climate change
- Concern that new development would have an impact on existing public infrastructure leading to tax increases for current residents

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PUBLIC COMMENT PERIOD OVERVIEW

During the public comment period, there were a variety of resources available for review and several platforms available for submitting feedback and comments:

- **Public review draft materials**: The project webpage included the draft 2024 Urban Growth Report and City of Sherwood's expansion proposal for Sherwood West. The report and the expansion proposal were also summarized in an executive summary and factsheet that were available in English and Spanish. With a variety of informational resources, the public comment period allowed people to engage at the level of detail that worked best for them.

- **Comment platforms**: There were several ways for people to provide comments including an online survey, email, letter and voicemail.

- **Online survey**: An online survey was available and publicized in English and Spanish. The survey asked participants to prioritize primary factors for expanding the urban growth boundary, asked for feedback on the expansion proposal, and also provided space for participants to describe what they want preserved and what they want to see change as the region grows.

- **Notifications and notices**: Public notices of the comment period were provided to local neighborhood involvement and community outreach offices at jurisdictions across the region. Notifications were sent to community-based organizations, Metro regional advisory committees and their respective interested parties. Metro also posted the public comment period on social media and Metro News. Flyers with QR codes were posted in Sherwood and City of Sherwood and Metro staff promoted the public comment period at Sherwood's Robin Hood Festival.

- **Public hearings**: Metro Council will receive testimony about the urban growth management decision in-person, online or in writing at a public hearing on Sept. 26 and at the first reading of the ordinance on Nov. 21, 2024.

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ONLINE SURVEY RESULTS

The online survey provided overviews of the urban growth decision process, the Urban Growth Report and the Sherwood West proposal. The survey also linked to the summarized materials in English and Spanish on the project webpage as well as the unabridged Urban Growth Report and expansion proposal. The survey asked participants six questions about growth and nine optional demographic questions. A total of 365 respondents participated in the online comment survey. A summary of the survey follows, and the results are included in Appendix A.

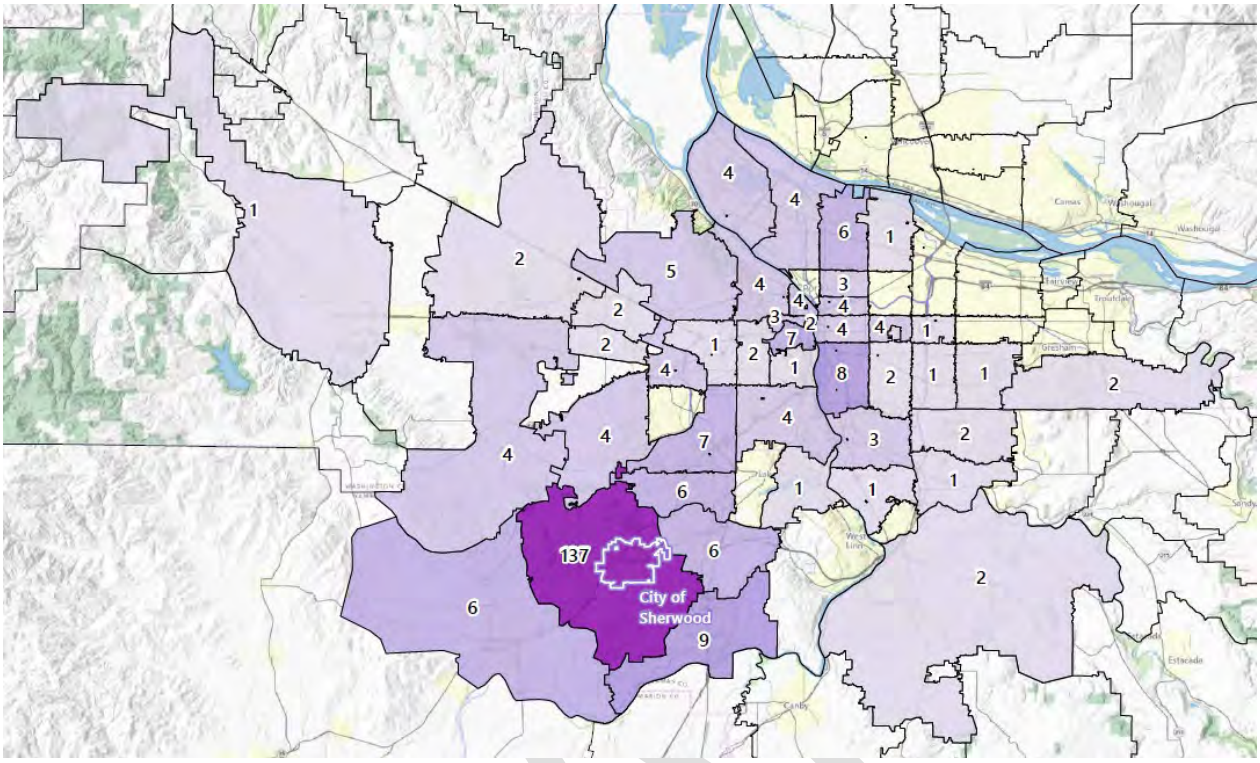
The survey included the following questions:

- After reviewing the Draft Urban Growth Report, is there something you think was not adequately considered in the report that you would like decision-makers to know about? (total responses=247)
- Which factors do you think are most important as a city prepares for expansion? Please rank in order of importance. (total responses=312)
- Please provide your comments on the Sherwood West proposal. (total responses=182)
- Is there anything else that you would like the Metro Council to consider as they make a decision about whether to expand the Urban Growth Boundary as described in the Sherwood proposal? (total responses=218)
- What do you most want to see preserved as greater Portland continues to grow? (total responses=340)
- What changes would you like to see as greater Portland continues to grow? (total responses=340)

Survey respondents were asked to provide their zip code. This question was optional, and 284 survey participants responded. More than 143 respondents submitted a Sherwood zip code.

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Figure 1: Survey respondents zip codes



Survey comments on the Draft 2024 Urban Growth Report and the Sherwood West concept plan

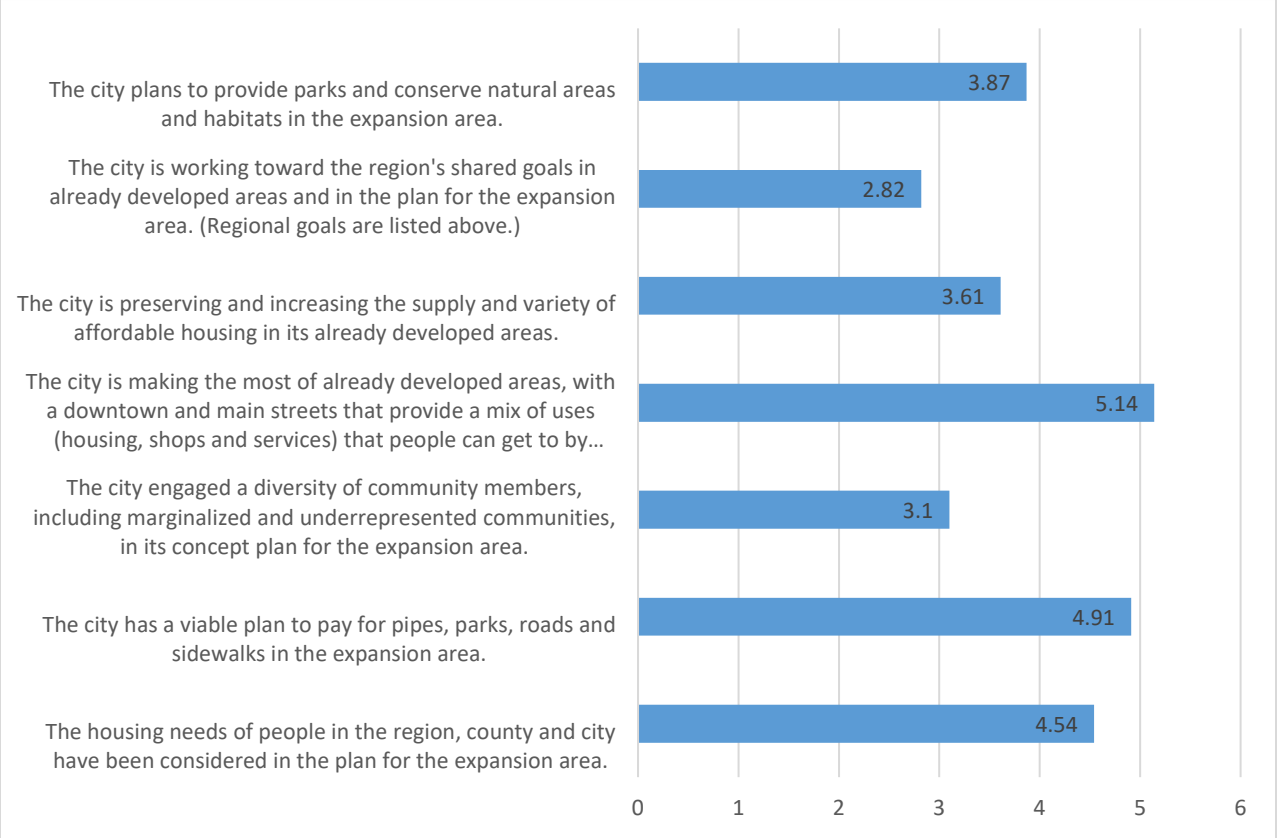
Survey participants were invited to review the City of Sherwood's expansion proposal and Sherwood West Concept Plan and/or the fact sheet summarizing the proposal. Key elements of the proposal were also summarized in the survey.

The survey included a summary of the factors Metro considers when reviewing an expansion proposal from a city and asked survey participants: **Which factors do you think are most important as a city prepares for expansion? Please rank in order of importance. (Total responses= 312)**

Survey respondents ranked the top three factors as most important. These factors are also reflected in the comment themes. The top three factors are:

- The city is making the most of already developed areas, with a downtown and main streets that provide a mix of uses (housing, shops and services) that people can get to by walking and rolling.
- The city has a viable plan to pay for pipes, parks, roads and sidewalks in the expansion area.
- The housing needs of people in the region, county and city have been considered in the plan for the expansion area.

Figure 2: Responses to: "Which factors do you think are most important as a city prepares for expansion? Please rank in order of importance?" (Total responses= 312)



The survey included three open-ended questions that elicited comments about the City of Sherwood's proposed expansion. There were very few comments on the Draft 2024 Urban Growth Report. The responses to the following three questions are summarized below by theme. For the complete set of comments see Appendices A-1, A-2 and A-3.

Q: After reviewing the report, is there something you think was not adequately considered in the report that you would like decision-makers to know about? (Total responses=247)

Q: Please provide your comments on the Sherwood West proposal in the box below. (Total responses: 182)

Q: Is there anything else that you would like the Metro Council to consider as they make a decision about whether to expand the Urban Growth Boundary as described in the Sherwood proposal? (Total responses=218)

Most respondents opposed the expansion or questioned the need for an expansion. The most frequently cited reasons for opposition were the loss of farmland, natural resources and traffic impacts, and concerns about the tax burden on existing residents caused by the cost of new

infrastructure. Commentors expressed a desire for Sherwood and the region to make use of land already in the UGB and questioned the need for the expansion or the entirety of the proposed expansion given the expected rate of population growth. Supportive comments emphasized the need for housing and some highlighted the demand for single family housing while others expressed support for the mixed-use development proposed in the concept plan. The following are a list of the prominent issues across the survey responses with sample comments that address each issue:

- **Make use of land in the UGB**
- **There is not a need to expand**
- **An expansion will exasperate traffic congestion and safety issues.**
- **Transit is needed**
- **Building and maintaining infrastructure for new development is too costly**
- **Preserve farmland**
- **Preserve and protect natural and historic/cultural resources**
- **Climate change impacts need to be considered.**
- **More land is needed for housing and to support the single-family housing people want.**
- **Support for the expansion proposal**
- **Engage the Sherwood community**

Make use of land in the UGB

- "We have an abundance of property that is currently in the boundary. Use that effectively and build up and not out. "
- "Sherwood Oregon has a near city wide ban on apartments. They should not be granted a UGB expansion before they show true need. Build some apartments Sherwood first!"
- "We need to cheerlead all residential development and continue to chop down fees and rules until we get a deluge of infill development. it will make our place more financially productive, affordable and livable."
- "To accomplish regional goals, and even to create a healthy Sherwood, we must develop existing land within the UGB so we can create financially and environmentally sustainable population growth."
- "Lastly, the City has not maximized the current boundaries for affordable housing and jobs."
- "Work on densifying existing neighborhoods instead of focusing on sprawl."
- "The transportation connections are poor, and our region has no shortage of buildable land already in the UGB. We need infill, not more fire-prone sprawl into farms and forests."
- "I encourage Council to be extremely cautious about expanding the UGB. We should focus on further developing our existing area within the UGB rather than expanding Sherwood at this time."

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- “There is a plethora of empty warehouses and houses that can be renovated. Do this before taking any more farmland to build more buildings.”
- “The city has plenty of room for development inside city limits. In addition king city has already expanded and is working on developing a large residential area just down the road.”
- Rather than building more outside of the UGB, let's focus on creating better spaces on the land that's already allocated. Densify current areas, we don't need to increase sprawl more.

There is not a need to expand

- “I am all for growth in a measured & logical manner when the need arises. There is no evidence that supports an inclusion of this magnitude.”
- “Being a property owner in the proposed expansion area who farms the land this expansion pushes us closer to losing our lively hood. Developers are continually contacting us and wanting to purchase our property. We are not interested. This is a very large expansion request. Is all or any of this land really needed now?”
- “For the Sherwood West expansion plan that was submitted in 2016 doesn't reflect the more recent population decline. The concept plan should be scaled back to reflect more current data and the UGB expansion should be 50% the original submission.”
- “Sherwood, Wilsonville, and Tualatin are currently in the process of wasting one of the largest industrial sites already within the UGB by each separately seeking development, often on small, 10 acre parcels. At a time when some think the region needs more large industrial parcels, these jurisdictions are wasting a huge area, already within the UGB, that should be developed as a single unit.”
- “I suggest that the Metro Council take into consideration the dearth of expansion options being presented as further evidence that the demand for growth actually isn't there.”
- “Even the small baseline growth assumption seems optimistic. Developing suburban land will not create "affordable housing" in locations where it is needed.”

An expansion will exasperate traffic congestion and safety issues.

- “How will expansion and development of high density housing and business along this route between Roy Roger’s, Lebeau, Elwert, and Edy roads not contribute to further traffic issues and noise?”
- “A UGB expansion in a part of the metro area poorly served by transit and likely to be entirely car dependent does not align with any of our regions goals. As such, it’s unclear why it’s being considered.”
- “Most new families that would live in the homes planned would work elsewhere. Traffic congestion will increase.”

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- “Traffic on and off of Hwy 99 has major delays during rush hours. These conditions have persisted for years and will only worsen if all of Sherwood Wes tis brought in at this time. The City and County need to improve the capacity of Elwert Road,and it's Hwy 99 connection before adding so many homes.”

Transit is needed

- “However, people will want to get out of their neighborhood to access amenities, and there are not very many options for how they will do that. This makes living in the area less accessible for people with disabilities who cannot drive (like my own father) or younger people who cannot afford a car.”
- “Keep public transportation strong so I can go places. I work part-time and still drive car but not for long so please don't disregard the needs of older people like me.”
- “This project would make more sense if it was built in conjunction with a WES regional rail spur but it lacks a Right of Way reservation to build such a line.”
- “Sherwood has the right ideas in mind with mixed developments and alternative transportation but they need to take them further, transit being extended into Sherwood west should also be explored...”
- “Light rail expansion on the 99 corridor”
- “I’m nervous about continuing to focus on roads instead of public transit, and if we want housing to be affordable and Sherwood to be accessible to folks, it needs to move away from single family homes."

Building and maintaining infrastructure for new development is too costly

- “The sewer, water and gas lines have to be upsized downstream/upstream from the development and the current tax payer gets to pay for that.”
- “We aren't as dense and suburban neighborhoods don't pay for themselves in taxes once they start to require maintenance. If we built denser on our existing roads, we might actually have the tax base to support them.”
- “Based on the Sherwood West expansion proposal, I do not think that the City of Sherwood adequately demonstrates that infrastructure development is feasible.”
- “Also you are going to burden the current property owners with additional taxes for improving infrastructure, roads, schools, and fire stations that these 5,580 homes will require.”
- “The proposed infrastructure funding plan is vague at best. Relying on SDCs and ‘outside’ funding is insufficient. No expansion should be considered until there is a concrete committed plan for the infrastructure funding.”

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Preserve farmland

- "Consider where food will come from in 20 years if there are no farmlands to sustain the animals and crops."
- "The Report does not address the consequences of replacing fertile, productive land with houses and industry."

Preserve and protect natural and historic/cultural resources

- "Protecting historic and cultural resources."
- "Previously designated Title 13properties are now being planned to be light industrial with no thought for where the wildlife they are wiping out will go to."

Climate change impacts need to be considered.

- "The report did not consider the potential impacts of climate change, in terms of population increases in the Northwest due to cooler weather and water availability relative to other parts of the country, and also impacts of climate change on the wildland urban interface and how this could impact fire risk for the edges of the Portland area."
- "Is there consideration of preservation of trees and plants for carbon sequestration and other environmental benefits?"
- "We are in a climate crisis, and these trees help us by providing shade, sequestering carbon, preventing erosion, and providing wildlife habitat."

More land is needed for housing and to support the single-family housing people want.

- "...restrict supply and the inherent demand will cause price increases. If affordability is a key driver then ensuring adequate supply of land is fundamental to affordable housing."
- "Urban densities are reaching unsustainable levels. We have vast room to expand UGB's and we shod do so. Make a plan to double the amount of land available for residential development over the next 20 years."
- "We need more land made available for single family housing and just not for apartments."
- "I think Sherwood's specific analysis at the local level should be part of the Metro Council decision making. There's a strong argument to be made about where people want to live and work that doesn't always translate to regional land availability."
- We need to build more housing desperately and are not at risk of "overbuilding" - at worst this would reverse some of the run-up in prices due to past severe undersupply. I am in favor of allowing more housing to be built as much as possible.

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- "Expand the boundary the maximum amount possible! The region needs more single family homes-thousands more homes!"

Support for the expansion proposal

- "Creating more jobs than housing units would be a mistake. That said, I support the proposal."
- "Looking forward to more commercial zoning for jobs and businesses."
- "I'm in favor of development around the high school. Housing and mixed use should go into the surrounding acreage."
- "This expansion appears to be well thought out, and should be welcomed in the region. It is sad that the Sherwood West proposal is the only one."
- "I like the plan. I know there is an opposition group but there are those of us that support the plan too."
- "Don't let existing Sherwood residents vote down UGB expansions that are needed to help the region accommodate growth and affordability."
- "This expansion should have already happened before the School was built in 2015 - Newberg, Or has updated their area and we are left behind and deal with their traffic to Hillsboro"

Engage the Sherwood community

- "The Sherwood community needs to weigh in on the proposed north industrial zone."
- "Please consider the desires of the people who call Sherwood home."

Survey comments on about what is most important as the region grows and changes

Two survey questions asked for people to share their ideas about growth in greater Portland—what they want to see preserved and what they would like to see changed as the region grows. Responses to these questions are in Appendix A-4 and A-5. These comments will be considered in upcoming Metro planning processes, including the update to the region's vision and growth concept.

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COMMENTS VIA EMAIL, LETTERS AND PHONE

In addition to the online survey, residents, businesses and policymakers were invited to comment on the four city expansion proposals by letter, email and phone. Metro received 72 emails and no letters or comments on voicemail. A majority of the emails were submitted by Sherwood residents, landowners, agencies, elected officials and organizations with interest in the expansion. See Appendix B for the comment emails.

Supportive comment emails highlighted a variety of reasons for their support, including:

- More housing and more employment opportunities
- Addressing a lack of land supply
- Property owners who want their property brought into the UGB
- Sherwood' unique location providing an economic advantage

Comment emails in opposition highlighted a variety of reasons for their support, including:

- Loss of farms land
- Traffic congestion
- Tax burden of new infrastructure on existing residents
- There is enough land in the UGB
- Concern about concept plan not providing affordable housing options

Other issues raised include:

- Concerns about slope in expansion areas
- Input about the methodology of the draft UGR, including suggestions for different approaches to the buildable land inventory, population projections, and density estimates.
- Several comment emails encouraged Metro to use the high growth rate for population and employment.

WHO PARTICIPATED

Survey participants were asked to provide optional demographic information to help Metro know if participants were a representative group reflecting our diverse communities and a broad range of experiences in our region. Demographic groups that are underrepresented among survey respondents compared to the metropolitan Portland

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area demographics by 4 percent or more are highlighted in red. Greater Portland area demographics are sourced from the 2020 Census. *Demographic analysis to come.*

For complete demographic responses see Appendix A-6.

NEXT STEPS

The merits of Sherwood West's proposal will be the focus of policy discussions in the fall of 2024. Generally, decision-makers will consider whether:

- The housing needs of people in the region, county and city have been considered.
- Development of the proposed expansion area is feasible and supported by a viable plan to pay for needed pipes, parks, roads and sidewalks.
- The city has reduced barriers to mixed-use, walkable development in its downtowns and main streets.
- The city has implemented best practices for preserving and increasing the supply and diversity of affordable housing in its existing urban areas.
- The city has taken actions to advance Metro's six desired outcomes, with a particular emphasis on meaningful engagement of communities of color in community planning processes.

A final decision by the Metro Council on urban growth boundary expansion is expected in December 2024.

July 9, 2024:	Release draft UGR and appendices
August 22, 2024:	Public comment survey on draft UGR closes
September 5, 2024:	Council work session on COO/Staff recommendations
September 26, 2024:	Council holds public hearing on COO/Staff recommendations
October 1, 2024:	Council provides direction to staff at work session
October 14, 2024:	Measure 56 notices to property owners in proposed expansion areas
October 24, 2024:	35-day notice of proposed amendment to DLCD
November 4, 2024:	Postcards/report on potential impacts of UGB expansion on existing neighborhoods
November 21, 2024:	Council first reading of ordinance; public hearing
December 5, 2024:	Council second reading of ordinance; decision

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If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we've already crossed paths.

So, hello. We're Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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Sept. 3, 2024

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APPENDIX A

Public comment online survey results

Q3 Read the Draft 2024 Urban Growth Report. Metro uses a wide variety of factors to assess whether there is enough land inside the greater Portland region's urban growth boundary for the next 20 years of job and housing growth. After reviewing the report, is there something you think was not adequately considered in the report that you would like decision-makers to know about?

Answered: 247 Skipped: 118

#	RESPONSES	DATE
1	The facts and informed opinions of the residents that are impacted by the growth plans.	8/23/2024 10:06 AM
2	Open up more buildable ground for affordable houses	8/22/2024 9:51 PM
3	Projections of growth are not lining up with actual. We are growing a lot slower, so back off.	8/22/2024 9:44 PM
4	How can you preserve farmland that borders the current UGB and not create urban sprawl w/no consideration to existing small business engaged in farming and farm related products	8/22/2024 9:38 PM
5	There is a large amount of unused land already in the UGB. This proposal is unnecessary and a wet kiss for developers.	8/22/2024 7:24 PM
6	Yes, that affordable housing is not created by shoddy buildings and neighborhoods made up of these shoddily built homes. The report does not address the current land built up by Metropolitan Land Group and how horrible these areas look. What once was beautiful farmland is now covered by what looks like Monopoly house pieces...all the same, no character, nothing denoting a neighborhood for families. Yet it's the goal to have this same company develop these new enveloped lands if the Urban Growth Boundary is expanded. Not a good solution for Oregon that is supposed to be green and an oasis of natural beauty.	8/22/2024 6:57 PM
7	There should be more plans for rezoning and growing up	8/22/2024 6:46 PM
8	All of it is inadequate! We have an abundance of property that is currently in the boundary. Use that effectively and build up and not out. You have not considered the impact to the people who live in the area regarding traffic with the addition of all the houses and business. This is the country/farmland and should be preserved as such!	8/22/2024 6:29 PM
9	There are a plethora of abandoned buildings and houses which can be renovated and utilized for future growth vs. continuing to take farmland, trees, and fields. Consider where food will come from in 20 years if there are no farmlands to sustain the animals and crops.	8/22/2024 6:28 PM
10	The 2024 UGR has implications for local government planning processes as Metro's subsequent distributed forecasts inform local Housing Capacity Analyses, Economic Opportunities Analyses, and Regional Transportation Plan modeling. The City of Hillsboro recommends Metro rely on a high population growth forecast to allow our region to be nimbler in addressing current and future housing and employment needs. The 2024 Draft UGR demand scenario 4 involves faster household growth in 2044 coming from increased in-migration of younger households, consistent with historic migration dynamics, who typically seeking multifamily and middle housing. Though younger households who migrate to the region by 2030, 2035, and 2040 may initially prefer multifamily or middle housing, many will continue to demand single-unit detached for their growing household size and other reasons. The City of Hillsboro recommends Metro add a new UGR demand scenario 5 that involves faster household growth coming from increased in-migration of younger households, consistent with historic migration dynamics, but with a larger percentage of single-unit detached to meet the demand during the next 20 years. Though the Draft UGR shows the region as having sufficient total industrial capacity, much of the industrial land supply consists of smaller parcels with an average lot size of 3.8 acres and a median lot size of 1.7 acres. The Draft UGR mentions there are only eight sites over 50 buildable acres inside the UGB that are available to the general industrial market. The final 2024 UGR should highlight the lack of sufficient large-lot industrial	8/22/2024 6:06 PM

	sites 25 plus acres in size available to the general industrial market. The final 2024 UGR should also highlight that less than 6% of the taxlots available to the general industrial market are medium-sized sites between 10 and 25 acres.	
11	No	8/22/2024 4:38 PM
12	The Executive Summary notes that “the cost of serving raw lands with needed infrastructure is a significant barrier to housing development.” Additional information should be added to the Summary and to the full report regarding the high cost of infrastructure maintenance.	8/22/2024 11:39 AM
13	That current retired property owners are getting taxed out of their homes the currently live in due to the infrastructure improvements needed when large developments go in. I understand that the developer installes the infrastructure within the development but not outside it, the sewer, water and gas lines have to be upsized downsteam/upstream from the development and the current tax payer gets to pay for that. The current tax payer also gets to pay for the additional schools and fire stations needed for these additional homes.	8/22/2024 10:11 AM
14	Per 1000 Friends of Oregon, there is currently land within the UGB that is not being developed due to lack of infrastructure. There isn't any infrastructure on the land the City of Sherwood wants to bring into the UGB either. Developers pay for roads, etc. directly in front of the housing they are building; however, they don't contribute anything to improve all of the arterial roads, Hwy 99W, etc. that become overburdened due to the thousands of people their developments add.	8/22/2024 2:52 AM
15	Protecting historic and cultural resources	8/21/2024 11:09 PM
16	The characterization of the mixed use as having unique characteristics for industrial use is way off base. To believe this seems to focus on the fact that the area is flat and undeveloped. It ignores a range of characteristics which make it unsuitable. 1. The land is sandwiched between neighborhoods to the south and west. A federal bird sanctuary lies to the immediate east. Farmland borders the area on the north. In fact the only reason it is undeveloped is it too is farmland. Finally BPA transmission lines go right through the center. If the thought that it will provide acreage for chip manufacturing, the City of Sherwood and Metro are just plain wrong. Do a little bit of research and you will find chip manufactures avoid electrical transmission lines due to the electromagnetic impact on chip fabrication. It is an ill considered scheme. It is not technically feasible for semi conductor manufacturing. In addition an industrial use would not conform with any of the current land use to the north, south, east or west.	8/21/2024 10:52 PM
17	Yes, in two areas. In "Planning amid uncertainty" in the executive summary, Metro does not include issues with the cost involved with the infrastructure and services of an expanded UGB. Cities in the metro area, and Oregon as a whole, are facing severe budget crises that all stem from over-expansion. We have built a large service area we need to provide infrastructure (roads, water, sewage) and services (police, fire, health) for, and cannot afford to. We have only gotten this far by deferring maintenance that is catching up to us. The Executive Summary also does not mention climate change once. We must pursue planning options that reduce GHG emissions. Lower-density housing leads to increased GHG emissions.	8/21/2024 10:47 PM
18	Pipe chicken Creek and add water quality facilities	8/21/2024 9:32 PM
19	there is plenty of land inside the current UGB, however much of it has locked up by garbage zoning and other rules that limits residential development's financial viability. we need to cheerlead all residential development and continue to chop down fees and rules until we get a deluge of infill development. it will make our place more financially productive, affordable and livable	8/21/2024 8:16 PM
20	I do not think the report factors in the restrictions on the land, such as existing power lines and the nature of natural wet lands. Power lines emit electromagnetic waves that greatly impact the manufacturing of microchips. Additionally, there are existing restrictions regarding industrial building on protected wetlands and their associated upland habitats.	8/21/2024 6:06 PM
21	The utlimate cost of the loss of farmland and natural areas. The proposal fails to understand the new realities and assumes more development is without this cost.	8/21/2024 5:50 PM
22	It ignores the opportunity for infill and densification of existing neighborhoods already within the UGB.	8/21/2024 4:55 PM
23	That growth has leveled off and the changing demographics of the area.	8/21/2024 4:22 PM
24	Yes, where is the money coming from for the infrastructure needed to support this proposed	8/21/2024 3:40 PM

	expansion? are builders and developers paying or are the taxpayers on the hook? In addition the discrepancy between the Growth report and the city of Sherwood projections justifying the expansion is hard to reconcile.	
25	Specifically in the Sherwood West expansion, the concept plan did not represent the will of the majority of Sherwood residents. 80% of residents did not want to see the level of expansion and were gravely concerned about how it would effect the livability and sense of community that already exists. There is no reason to add the entire amount into the UGB at this time, smaller more thoughtful expansion was never considered and the cost to add services to more of the rural portions of the reserve will be a huge burden to citizens, despite the city claiming it will not.	8/21/2024 2:58 PM
26	What's the plan to pay for the upkeep of all these new roads and sprawling infrastructure? Portland's budget is much larger than Boston's despite a smaller population in large part because we aren't as dense and suburban neighborhoods don't pay for themselves in taxes once they start to require maintenance. If we built denser on our existing roads, we might actually have the tax base to support them.	8/21/2024 2:35 PM
27	Is there consideration of preservation of trees and plants for carbon sequestration and other environmental benefits?	8/21/2024 10:54 AM
28	Land developers don't care.	8/21/2024 8:33 AM
29	Save farm land	8/21/2024 7:10 AM
30	No	8/20/2024 11:35 PM
31	Congestion is already a problem along Roy Roger's Road as it runs into Sherwood and connects to Highway 99. How will expansion and development of high density housing and business along this route between Roy Roger's, Lebeau, Elwert, and Edy roads not contribute to further traffic issues and noise? The growth projections Sherwood has provided to support this expansion are not consistent with the growth trends and true projections. As an example, the new high school was built to accommodate continued growth based on inflated projections. We now will see declining enrollment starting in just a few years. The school is struggling with budgets for the first time in years as the community is saddled with paying down the debt incurred to build a school that is proving to be too large. The housing need for the Portland Metro area is entry level to lower income affordable housing. Sherwood has become a more affluent community and is not conducive to development that will attempt to be affordable. Finally, there is no historical precedent for such a large expansion for this area. All of the above points would support reevaluation of the request to right size it for the true need for the community and support measured growth as opposed to an explosive expansion that could contribute to already tough traffic issues that impact Sherwood and the surrounding communities of Washington County.	8/20/2024 7:43 PM
32	Is property owners in Sherwood we favor the mixed use plan for Sherwood West on Kruger Road above Sherwood High School.	8/20/2024 6:24 PM
33	The amount of land proposed to be added into the urban growth boundary is staggering. Turning farmland into light industrial is sad. Sherwood still has large amounts of land available in the current boundaries. Elwert road is unsafe at its current speed limit and traffic congestion is already an issue with frequent accidents.	8/20/2024 6:21 PM
34	No	8/20/2024 6:19 PM
35	Sherwood protected land should not have zoning changes to allow for industrial growth	8/20/2024 5:00 PM
36	Traffic safety	8/20/2024 4:53 PM
37	Providing larger single family lot sizes in expansion.	8/20/2024 4:49 PM
38	The rate of growth in Sherwood area is not as substantial as the large proposal for 1291 acres, has anyone thoughtfully analyzed how long it would take to fill all the proposed housing.	8/20/2024 4:48 PM
39	Expansion for the sake of expansion. If they build it, they will come often untrue.	8/20/2024 4:25 PM
40	Sherwood area is not ready for this type of development	8/20/2024 4:20 PM
41	Quite a bit, actually. What is needed is a broader, more region-wide perspective, not mere kowtowing to Sherwood's empire building. It is not clear why Metro appears to be pushing this effort. Sherwood has ample undeveloped land within the city now, and has -0- interest in	8/20/2024 4:18 PM

	accommodating affordable housing anywhere. The northwestern portion of the proposed UGB expansion encroaches unnecessarily-almost gratuitously-upon successful agricultural operations whose success is closely linked to their rural setting. Again, it is hard to understand how or why Metro seems to have bought in on this weak, and destructive, proposal.	
42	Recognizing that the Willamette Valley is one of the richest soil areas in the world. We can increase growth inside the UGB and save our PRECIOUS farmland s	8/20/2024 4:10 PM
43	Do not expand the growth boundary in Sherwood where the high school enrollment is declining. Focus efforts on revitalizing Portland legacy neighborhoods and existing under supported schools.	8/20/2024 4:03 PM
44	There are a lot of items that we are questioning. They have been and will be submitted separately. Lot's of that data and other information is very misleading and/or obsolete and based on false assumptions.	8/20/2024 3:52 PM
45	Sherwood had enough land to build homes and businesses and industrial buildings without expanding the urban growth boundary	8/20/2024 3:52 PM
46	Expansion to the west without proper funding, study of the transportation costs including the costs of crossing fish bearing streams, condemning farm/wine property is in appropriate. Expecting the developers and existing landowners to bear the cost of development and hoping for federal funding for road improvements is narrow sighted.	8/20/2024 3:46 PM
47	The proposed plan *looks* like spraw. Even with the green spaces in the plan, there seems to be little to consideration for walkability or residential services. Also there seems to be inadequate consideration for the amount of traffic this will introduce on Elwert.	8/20/2024 3:46 PM
48	I'm concerned not enough consideration is given regarding available lands that the current owners aren't willing to sell, putting upwards pressure on land prices.	8/20/2024 3:31 PM
49	Yes, the Sherwood expansion plan is not proportional to the needs of the area and sustainability of agricultural lands. The numbers don’t add up.	8/20/2024 2:53 PM
50	The student enrollment decreasing which should be considered when planning on an unnecessary new school.	8/20/2024 10:54 AM
51	Yes, I'd like to see rail right of way reservations within the urban growth boundary area expansion. An exclusive ROW reservation is easier to set aside before development.	8/19/2024 6:09 PM
52	Use the land that is already inside the UGB first. No more tax increased and increased traffic please.	8/19/2024 12:45 PM
53	It’s incredibly disappointing that the report makes zero mention of the impact of the Urban Growth Boundary to will totally undermine any efforts to address climate change. Metro continues to ignore the science, and push for expanding car infrastructure and sprawl. We are poisoning the planet, and this action will massively increase GHG emissions.	8/18/2024 8:37 PM
54	There needs to be greater emphasis on increasing density and building up, not out	8/18/2024 8:30 PM
55	Traffic, it’s horrible and adding more houses is not keeping the town of Sherwood a great place to live	8/18/2024 7:01 PM
56	The report makes no mention of why the city of Sherwood needs to expand outward further from "Downtown Sherwood" and across 99W rather than upzoning and developing further around central services of community like libraries and grocery stores.	8/18/2024 5:10 PM
57	Sherwood has a ban on new apartment development in most of the city. Allowing an expansion of the growth boundary to this level when we are in a housing deficit will do nothing to alleviate the problems. Start with allowing these developments before agreeing to expand the growth boundary	8/18/2024 3:42 PM
58	Do not go forward with Sherwood West plans!	8/18/2024 3:25 PM
59	Greater enforcement of the UGB, do not allow Sherwood to violate it.	8/18/2024 2:25 PM
60	Sherwood Oregon has a near city wide ban on apartments. They should not be granted a UGB expansion before they show true need. Build some apartments Sherwood first!	8/18/2024 2:25 PM
61	No one wants to ask the hard questions about where the water will come from to support all this new development. We need to encourage businesses to choose small towns that have	8/18/2024 1:21 PM

	lost their timber jobs. Stop over-crowding the metro area.	
62	The complete wreckage of the farmlands, farm stands, community farm activities, scenery, peace, quiet, and character of the rural SHERWOOD community if the UGB were expanded in this way. Stop trying to make Portland better by absorbing everything around it to be ruined like Portland has been.	8/18/2024 1:20 PM
63	The fact that we do not use the existing UGB wisely.	8/18/2024 1:11 PM
64	Sherwood has an apartment ban yet wants to expand their growth boundary. This is counteractive to our housing and density goals in the Portland metro area. I ask that the council deny their UGB expansion in favor of more density within the current Sherwood city limits.	8/18/2024 12:49 PM
65	How are you going to ensure affordable housing goes to younger people without it being considered discrimination? Are you going to limit it to only Oregonians allowed to buy it?	8/18/2024 12:29 PM
66	Cities in Washington County maintain apartment bans across the overwhelming majority of residential land. Instead of lifting that ban, and finally allowing for adequate housing production, they insist that we must sprawl into more natural and agricultural land. Metro must ensure that there is a 20 year buildable lands inventory, and instead of fulfilling that through granting yet another irresponsible expansion of the UGB, it must exercise it's immense authority and compell cities to legalize more housing in existing residential areas closer to good transportation, job centers and amenities. Metro must also use its weight to compell cities to cut red tape that present a barrier to housing production, speed up permits, reduce discretionary processes, reduce permit fees and SDC charges.	8/18/2024 11:49 AM
67	This report inadequately considers the fire risk, climate impacts, and regional transportation connections for this plot of land. The notion that Metro is considering allowing more southern-California style sprawl in area with very poor automotive and transit connections in 2024 is deeply frustrating. As the last several weeks of media reporting have revealed nationally, this type of development will not be insurable in the coming years. Metro needs to think forward and better realize the context in which it is making this decisions. Developers want more land: not Oregonians.	8/18/2024 11:27 AM
68	Yes, better roads to handle the traffic.	8/18/2024 9:40 AM
69	What the decision makers already know and must reconsider, dense housing is not good for young families! There’s no place for kids to have a yard and play or have a garden. These homes are an eyesore to the landscape. It’s all about money and not the people. These home are NOT AFFORDABLE.	8/18/2024 7:48 AM
70	The area of Sherwood West is great farmland and wineries that make our city unique. While some development around the high school may be necessary, the Sherwood West concept asks for more expansion than is needed to support our community.	8/18/2024 6:28 AM
71	I think whoever has been making decisions for Sherwood has been doing a horrible job. I’d like to see more independent and family run businesses, not more hotel chains, restaurant chains, etc. I don’t think rapid growth is the right way to approach the future. Sherwood should be investing in what we currently have available in town, people who are interested in starting businesses. Preparing for challenges of the future should be the focus. Not continuing to expand. That will not solve anything, it will just make the problems we already have worse.	8/18/2024 1:08 AM
72	Don't build more homes, save our farms, and improve on what we have already	8/17/2024 8:46 PM
73	I don't see strong consideration of the potential downsides of each plan. If housing is underbuilt (because the area grows more than expected), the consequences are very bad - house prices rise again, families are priced out, people lose their housing, etc. But if we build more housing than necessary, the consequences are not so bad - we are just future proofed and ahead of schedule, dropping housing prices even more.	8/17/2024 2:48 PM
74	There are many types of housing and according to our governor, we need to address them all. When I move to Sherwood 20 years ago, I had three children and was able to find a house that has worked for us . If all that was available were apartments, or high density housing, we would not have moved to Sherwood. We need to have houses that young families can afford, perhaps creating a land trust like in Medford. I understand some that some people want to stop all development, but I believe that that will cause our beautiful schools to be empty and result in us needing to accept students from a larger area. This will have a detrimental effect on not	8/17/2024 9:10 AM

	only our community, but we would most likely attract the best and brightest that could afford to be driven to Sherwood everyday. This would diminish schools in the surrounding areas. We also typically lose people who no longer have children in the schools. We need a place for them to have affordable housing that is smaller so that they do not need to leave their social circles.	
75	The importance of preserving natural areas	8/17/2024 8:27 AM
76	I think that small outlying areas like Sherwood need to remain small. We moved here to a smaller city because we didn't want traffic and houses and excessive growth.	8/17/2024 8:02 AM
77	Climate change and public transit/alternative transit should be of utmost importance.	8/17/2024 5:18 AM
78	Zoning needs to stay where its at	8/16/2024 11:03 PM
79	How valid are your growth models? Internal and external growth appeared stalled.	8/16/2024 9:31 PM
80	I do not think that the impact of adding space as per the Sherwood plan addresses the congestion problems that will worsen or the impact on quality of life in the area.	8/16/2024 4:23 PM
81	Adding urban growth in areas lacking efficient transportation options only creates more expensive local long term costs and declining quality of life	8/16/2024 4:23 PM
82	Population in the Portland area is going down and continued to go down. We do not need to expand so much.	8/16/2024 11:44 AM
83	current roads are not capable of supporting new housing neighborhoods	8/16/2024 7:35 AM
84	Provision of shovel-ready, buildable land for housing and jobs for the next 20 years.	8/15/2024 1:41 PM
85	Growth in the Sherwood direction seems haphazard	8/14/2024 1:08 PM
86	Landowner rights near urban growth areas	8/14/2024 7:01 AM
87	There is a lot of unoccupied space in downtown Portland and surrounding areas. The economy is not in a good position now, no one can afford to purchase a house or pay the high price of rent.	8/14/2024 5:31 AM
88	No. I 100% oppose the expansion of the urban growth boundary	8/13/2024 10:06 PM
89	It says one of the goals is to protect farmland but yet everywhere I look I see more and more land being turned into industrial buildings and houses. So many farms have been lost and it is disappointing to see.	8/13/2024 7:54 PM
90	i am opposed to the Sherwood West Concept Plan, as there is not infrastructure in place to support growth of that size at this time.	8/13/2024 4:45 PM
91	I do not think the Sherwood population is growing as rapidly as stated there is enough housing to sustain growth	8/13/2024 4:06 PM
92	Stay out of Wilsonville	8/13/2024 1:58 PM
93	More transparency of Metro projects. We have a few near us and it’s difficult to get straight answers.	8/13/2024 12:55 PM
94	People need to know what the cost (not the money) is to our community when we just keep building and building and building and taking away land from people that don't want to give it. You have wildlife with nowhere to go but in the neighborhoods then people get upset they are in the neighborhoods you wonder why food is so expensive and unhealthy and it's because with every new community you have less area for farms which means our food comes from further and further away and you have no idea how it gets there or who grows it. Building more shouldn't be the only option.	8/12/2024 6:13 PM
95	Urban densities are reaching unsustainable levels. We have vast room to expand UGB's and we shod do so. Make a plan to double the amount of land available for residential development over the next 20 years. Stop trying to cram ppl in tight places. Fix it now before all the counties decide to annex into Idaho.	8/12/2024 5:29 PM
96	Funding and impact of non taxpayers on quality of life	8/12/2024 4:44 PM
97	Yes, not adequately thought out.	8/12/2024 10:01 AM

98	If Portland area can't enforce the crime there is now why grow?!? ! How about we clean up what is the problem now: homeless, drugs, etc Then when that's taken care up perhaps talk about growth. But why talk about growth when crime is through the roof with what's there now?!?!	8/12/2024 7:23 AM
99	Citizens of Sherwood are not opposed to growth. We are opposed to frivolous spending on endless, poorly planned suburbs that are not supported by current growth patterns and predictions	8/11/2024 8:32 PM
100	PRESERVE GREEN SPACES.	8/11/2024 8:15 PM
101	I need more park with big trees, MORE BIKE LANES, less cars, there is nothing of that	8/11/2024 2:32 PM
102	Traffic congestion already exists on Sunset due to new high school and turn restrictions onto 99 from Brookman/chapman. The neighborhoods back there are not all built out so we haven't seen the true impact of that traffic. It is already very difficult with the existing population adding more houses and more cars is not going to help.	8/11/2024 10:27 AM
103	The most basic of economic theory is supply and demand: restrict supply and the inherent demand will cause price increases. If affordability is a key driver then ensuring adequate supply of land is fundamental to affordable housing.	8/11/2024 8:18 AM
104	We need more land made available for single family housing and just not for apartments.	8/10/2024 11:46 AM
105	Impact on agricultural, wildlife and wetlands.	8/10/2024 10:36 AM
106	Family size is declining. Discourage large house development by charging higher fees and taxes for houses greater than 2300 sq feet.	8/10/2024 9:58 AM
107	Don't steamroll new development...require government agencies to actually and actively listen to citizens. So often over the years I've seen city councils hold meetings for public to share thoughts, but it is very obvious that a plan has already been decided on and nothing residents say is taken into consideration. Most recent example is in King City where a residential street will soon be turned into a major, multi-lane road, destroying the neighborhood with too much traffic and making it a major thoroughfare.	8/10/2024 7:37 AM
108	Many people want to own their residence or live somewhere single-family. Statistics show that kids have higher achievement if they live in a regular home as compared to an apartment. That said, the low number of single-facility homes planned doesn't line up with the priorities/preferences of residents, nor what is best for the next generation.	8/9/2024 11:15 PM
109	Have you population projections taken into account that so many people are moving out of Oregon?	8/9/2024 5:50 PM
110	As updated projections for growth shows a downward trend particularly with the enrollment of the relatively new Sherwood High School at cost of aproximately $248 million financed by taxpayers. The proposed Sherwood UGB plan if approved will again significantly impact taxpayers as well as displace current residents. Smart, prudent and realistic planning for growth is much needed. Otherwise, grabbing large parcels of land with current and productive uses in one fell swoop will have dire immediate consequences as well as unintended consequences in the future.	8/9/2024 11:13 AM
111	Impacts to natural greenspaces, waterway management.	8/9/2024 9:51 AM
112	It is painful to see "decision makers" who see vast developments as necessary instead of using the less desirable land that is available or at least not develop in patches that can be sub divided. Reserving the nature we have is important. As a native Oregonian we do not want Califonication…Mass sprawls of urbanized land. Gentrifying of old neighborhoods should happen before expanding.	8/9/2024 9:32 AM
113	Do not expand the proposed Sherwood area plan, too much traffic causes people to take country roads not built for this high volume traffic. It is causing dangerous situations with high speeds and too much volume on roads not built for this much traffic.	8/9/2024 6:58 AM
114	No	8/8/2024 9:04 PM
115	Oregon is changing many say. Lower population =charm. Higher population =more crime	8/8/2024 8:18 PM
116	Think about cleaning up what you have and not creating more that you can't take care of	8/8/2024 7:45 PM

117	Impacts of Climate change	8/8/2024 7:45 PM
118	The necessity of preserving farmland	8/8/2024 7:05 PM
119	Stop the sprawl	8/8/2024 6:28 PM
120	Keep land as is no more commercial growth	8/8/2024 6:24 PM
121	You are pushing out small family farms by expanding the urban growth boundary.	8/8/2024 1:58 PM
122	I think Sherwood's specific analysis at the local level should be part of the Metro Council decision making. There's a strong argument to be made about where people want to live and work that doesn't always translate to regional land availability.	8/8/2024 1:04 PM
123	no	8/8/2024 12:02 PM
124	I am very against the tall high rise forms of living. The people that buy them are childless. Single family homes need to be focused on. As large companies come this way, Sherwood, the employees come for the schools, and they have kids. Our schools are emptying because there are no children coming up the ranks. It is very sad and the schools get paid per child enrolled. We build all of this for the now, but not for the duration.	8/8/2024 11:42 AM
125	The report seems wise and carefully written to me.	8/8/2024 11:25 AM
126	If the population is slowing or declining why should the boundaries be expanded? Sherwood does not have the infrastructure for expansion. The roads are overcrowded now.	8/8/2024 11:04 AM
127	Traffic and dense housing increases school crowding	8/8/2024 10:47 AM
128	How about we grow in the surrounding communities outside of portland? Office space downtown is empty, people are fleeing the city yet we want to rip and build on fatmland	8/8/2024 9:54 AM
129	I think we need more responsible growth. We keep building more while there are buildings sitting empty for years. Sherwood theater has been empty the old Hagens building in Tualatin also has been empty for several years as well as my others. Maybe before expanding one should consider repurposing existing buildings.	8/8/2024 9:42 AM
130	I can see wanting to expand the boundary to the north or SE. Tigard, Tualatin or Wilsonville will want to grab that space. There doesn’t seem to be a push from the west or Sw for that space. Need to not spread to far too fast. IMO	8/8/2024 9:37 AM
131	Not considering what is best for us in Sherwood. We like small community living. Stay away !!!	8/8/2024 8:49 AM
132	I think there are other places, for example West Lynn or Wilsonville that already have the beginnings to your urban sprawl. There are just too many roads that are congested and it’s becoming Los Angeles quite frankly disgusting. Please leave some of the cities in Sherwood Canby etc., so that we can have rural areas and people that want the countryside feel. Leave them alone.	8/8/2024 7:14 AM
133	it seems clear that the statistics regarding growth (population and growth) indicate that expansion of UGB is not needed at this time. The Sherwood West proposal is the product of a few influential politicians and developers, and is not the desire of Sherwood general population.	8/7/2024 8:21 PM
134	Does not consider the exodus of people from Portland to Washington due to higher and higher taxes; recent layoff statistics and declining population does not justify the need for expansion of the UGB; no indication of jobs to be created by each business when AI and automation are replacing workerrs	8/7/2024 7:57 PM
135	we don't need UGB expansions, there are so many places for redevelopment, and developers are making way too much money, create a local lending program for building affordable housing, and for wealth building for communities of color	8/7/2024 4:34 PM
136	It looks like a good plan.	8/3/2024 8:26 PM
137	Historical aspects, the heritage of native people, the preservation of land that may contain artifacts, minerals or be of historical importance. Or, significant & with a legacy of those who came before us. The rights of farmers, especially, families who have been tending to land (much of it which could be considered some of the best in the nation for agriculture) & animals for generations. Also, the Native Americans heritage & culture as many areas in Oregon have artifacts (that can easily be missed, discarded or ignored), historical & cultural symbolism & importance.	8/3/2024 12:50 PM

138	OR 99W and Sunset Blvd intersection needs a traffic study before the UGB is expanded, not after.	8/2/2024 11:42 PM
139	There are lengthy discussions about housing and industrial building, but no mention of commercial amenities close to housing. It would be nice to have restaurants that are not in strip malls and are more integrated into each neighborhood (like old Portland, with small stores, eateries, service stations among the neighborhoods). Feels less like SPRAWL.	8/2/2024 3:13 PM
140	The land that is left for residential development isn't always workable for builders. Sometimes the land, although surrounded by neighborhoods, cant gain utilities. Or the transportation plan doesn't match the development needs of the city. I'd like to see more opportunities in Tigard, Beaverton, Bethany, and Hillsboro.	8/1/2024 12:31 PM
141	No	7/31/2024 8:37 AM
142	Decide on buildable land areas based on _middle housing_ options, not single-family zoning!	7/30/2024 7:44 PM
143	Unfunded past needs.	7/30/2024 8:55 AM
144	the public is appalled at the appearance of high density neighborhoods. people are leaving Portland becasue if the fixation on density and the lack of senior living options. The public seeks more diversity in housing choices and more complete neighborhoods.	7/30/2024 7:14 AM
145	The urban growth boundary is one of Oregon's most valuable assets. Preserving this boundary in spirit and in substance is critical to this state being the place people choose to live.	7/29/2024 11:48 AM
146	not at this time.	7/29/2024 9:35 AM
147	The consideration of houses not being available or owned by residents. It doesn't do any good for the community if corporations or individuals are purchasing homes to use as rentals or other money making ventures.	7/29/2024 7:48 AM
148	no need to expand ugb, make esisting city more dense	7/28/2024 12:50 PM
149	Climate change, both how to mitigate it in the urban area as we grow, and how to reduce everyone's carbon footprint through planning.	7/28/2024 8:34 AM
150	Yes. There's a housing crisis. Homes are unaffordable. Supply is not matching demand. We should strive to have the same housing affordability as Michigan, not just accept that the west coast is expensive. We made it this way. We need to adopt the if we built it someone will live in it and build until the affordability crisis is abated. This report does not address the immediate needs nor total volume of new housing supply with the urgency the problem deserves from an organization that has the power to make a difference.	7/25/2024 7:17 PM
151	It looks pretty good	7/24/2024 5:33 PM
152	Yes. I have several concerns and oppose approval of the proposal: 1. The City of Sherwood failed to plan for traffic infrastructure related to the proposed growth, making the plan unfeasible. 2. The proposed industrial zone has large swaths of area that are designated at Title 13 upland habitat. The plan does not address this major barrier and operates on an assumption that the designation can be removed or does not apply. 3. The proposed industrial zone has a 500KV transmission line running diagonally through a central segment contemplated for large-scale development. Use within the easement is extremely limited (parking lots, containment ponds and the like), making the area not suitable for industrial development. 4. The area is not suitable for chip and other similar types of manufacturing due to EMI (electromagnetic interference) from the transmission line. 5. The proposed industrial site is in the gateway to wine country from Hillsboro and Beaverton, threatening the agricultural use that is a major benefit to Oregon's economy. 6. The proposed industrial zone is in close proximity to the Tualatin National Wildlife refuge, raising additional concerns about environmental pollutants in this ecologically sensitive region.	7/24/2024 3:55 PM
153	I agree with Dr. Gerard Mildner, Professor Emeritus of the PSU School of Business who makes these important points: 1) Metro should reject the staff's Draft 2024 Urban Growth Report. High housing costs are real. Working at home (now 24% of workers) requires larger housing units, not smaller ones. The existing UGB includes a lot of hard-to-develop parcels, as well as private zoning that prevents middle housing. 2) In the draft, staff argues that "fertility rates in Oregon are below replacement, so high population growth only comes from attracting younger workers. Younger workers choose multi-family locations. And more multi-family apartments	7/24/2024 11:56 AM

	means less acreage needed within the UGB. Hence, no need to expand the urban growth boundary..." There are two problems. First, multi-family housing is more expensive on a per square foot basis: Two-story apartments are the lowest cost form of apartments. Five-story construction like we see in Beaverton and East Portland require rents about 50% higher to justify construction and dominate when land costs are higher. True high-story using steel and concrete (or massed timber) requires a further 50% premium in rents, and dominate in downtown Portland. Hence, Metro is exposing us to further increases in housing costs. However, housing prices are never discussed in the Draft Urban Growth Report. Staff applies their engineering metrics of people per hectare, and ignores economics. Second, people age and have families. While it's possible to recruit college graduates to move to the region, the individuals seek larger housing units as they age. The 22-year old who arrived in 2024 will be a 42-year old at the end of the planning period. And as we discovered during the pandemic, single-family homes offer great opportunities for home offices, bedrooms for relatives, and backyards for children. We need to factor in that people grow up.	
154	I can see making a special exception for UGB in the case of Intel or another massive commercial project that's going to inject billions of dollars into our local economy. But that's the only exception. Suburban sprawl is a proven GDP killer. I have found the website Strong Towns to be immensely helpful in explaining to people why suburban sprawl is actually bad for economic development in the long run	7/24/2024 7:32 AM
155	It seems Sherwood will need more housing and mixed use high-end shopping areas for its residence. Already housing prices are high because there is a shortage in the area.	7/23/2024 9:20 PM
156	Denser Development	7/23/2024 8:54 PM
157	This report shows we have a shortage in housing and employment land and we need to continue to grow in a way that enables quality of neighborhoods, affordability and attract businesses. We need to continue to grow to be healthy.	7/23/2024 8:30 PM
158	The low value of subjective assessments of the types of growth that will occur in the future. Footnote 3 on Page 38 relies on jurisdictions own estimates of what kind of demand for housing there will be in the future, despite the noted clear market incentives to the contrary. Middle housing has only really been available for a few years, and that period has been heavily punctuated by the pandemic. The real impact of those changes will take decades to see, and subjective information about past growth patterns have little value in the face of the newly unleashed market demand that will, under all other scenarios, drive new growth. This is especially important to consider when every other scenario for growth supports Metro's policy goals. Finally, I find it very strange that only a single small city in the region has interest in expansion. Either that city is misinformed about actual demand (a "hospitality zone" in Sherwood, really?) or every other jurisdiction in the region has completely missed the boat. I think I know which is more likely. I suggest that the Metro Council take into consideration the dearth of expansion options being presented as further evidence that the demand for growth actually isn't there.	7/23/2024 6:39 PM
159	The estimates assume many things, but do not factor in new work from home models, AI impacts on work models, or any other forward looking assumptions.	7/23/2024 6:19 PM
160	By enlarging growth boundary you are taking away areas which are now rural and small woodlot areas enjoyed by middle class and lower class families and replacing them with small apt, house lots. The gap between the wealthy obama like estates and what you want to do will increase. And which group do you belong to?	7/23/2024 3:19 PM
161	I agree that the boundary should not be expanded and we should work to improve the existing land	7/23/2024 3:14 PM
162	Taking into consideration the land and low traffic needed in agriculture areas where you have animals, large machinery, etc which is impacted by bringing in commuter roads.	7/23/2024 2:12 PM
163	Severe traffic problems with overburdened road systems in Sherwood Oregon and SOLUTIONS before even considering growth outside the current urban growth boundary. No need for industrial growth outside of current growth boundary - extensive options along Tualatin Sherwood Road. Adequate development land within the current Sherwood boundary.	7/23/2024 12:06 PM
164	The need for farmland is critical. Other than a gratuitous statement of its value, the Report does not address the consequences of replacing fertile, productive land with houses and industry. Build those structures on poor soil, where farming is not tenable. This should be addresses in the Report.	7/23/2024 11:17 AM

165	A UGB expansion in a part of the metro area poorly served by transit and likely to be entirely car dependent does not align with any of our regions goals. As such, it’s unclear why it’s being considered	7/23/2024 2:36 AM
166	I think the zoning is way too aggressive, I think we need to honor what Tom McCall wanted for Oregon. I don’t believe creating more homes is going to create housing that is more affordable. Supplies are too expensive and resources are limited. I think if we randomly infill without thinking ahead, then we’re just going to be damaging Oregon as a state. I think we need to address infrastructure rather than just letting infrastructure motivate us to improve it based on building more homes. No toll without a vote. Let’s stop copying municipal code in California and let’s get with with the program on why people are moving out of California. Environmental first!!	7/22/2024 3:06 PM
167	Building designs with the change in climate in mind.	7/21/2024 10:35 AM
168	The area is losing residents. There's no reason to extend the growth boundary.	7/21/2024 9:00 AM
169	Looks good to me, just want more density	7/20/2024 9:12 PM
170	Do not expand the urban growth boundaries anymore. We have enough land within their current extent to build densely. This will preserve open spaces and discourage car usage which is bad for the environment; it will also encourage transit usage which is the way of the future.	7/20/2024 7:38 PM
171	No	7/20/2024 7:41 AM
172	Inclusive community engagement; conducting an equity assessment on the concept plan	7/19/2024 4:15 PM
173	Not enough work was done to analyze changes in policy that encourage veritcal growth and density in the existing lands. The report focused on unused/available lands, which is not the only way to change policy and discourage sprawl through UGB expansion.	7/19/2024 2:06 PM
174	First, if manufacturing jobs represent only 10% of total non-farm jobs in the region, why so much emphasis on it instead of prioritizing other sectors? Second, is there any study of the effects UGB growth causes on air and water quality? Pollution is a crucial factor to consider.	7/18/2024 12:03 PM
175	Residential RV parks and mobile home parks can be a very useful tool for lower income housing, but they are prevented in many communities and not mentioned in the reports	7/18/2024 6:16 AM
176	There is too little consideration for watershed restoration in suburban areas. At this stage in development it would still be easy for us to reclaim riparian areas and sections of streams with free flowing water and designate them for public use. If we wait twenty years more of that land may be covered with pavement or sterilized of natural habitat.	7/17/2024 11:12 PM
177	TRAFFIC 🛑	7/17/2024 6:04 PM
178	The report claims that more land is needed for "welcoming families". Aside from the city of Sherwood targeting employers not residential development, the claim that there isn't enough land for either is absolutely false. Look at the development adjacent to the Tualatin-Sherwood highway. It's all auto-centric, low-rise sprawl surrounding a wide highway that only induces more driving. Even the high school is auto-dependent. If Sherwood (and the rest of Oregon and the US) developed in a similar pattern as before the car dependent suburban experiment, there would be plenty of land available for new businesses and families. Instead of looking to reverse the mistakes of the past 5 decades, Sherwood is just trying to continue the auto-dependent development. The city is claiming that they need space for all type of housing and that land scarcity is driving up costs. That's baloney. The suburban development is what's made land scarce because of inefficient use. And an efficient use of land will make land available for housing. Just not the typical suburban single family detached housing. And while the state mandates sidewalks and bike lanes, it doesn't mean that they'll be used when the destinations are far apart and the environment is hostile to the development. Finally how does all this need take into consideration the development going on in King City, Hillsboro, etc.? If you're only looking at Sherwood in a vacuum, then you are missing the cumulative impacts of development as well as trying to steal jobs from surrounding communities.	7/17/2024 2:18 PM
179	The will of the people who live here.	7/17/2024 2:00 PM
180	This expansion creates too much low density housing. If the proposal is serious about creating more housing and jobs it should only include space for multifamily housing that can be mixed with commercial spaces. We need more NW 23rds not more Lake Oswegos.	7/17/2024 9:20 AM

181	No. Please approve it	7/16/2024 11:18 PM
182	For Sherwood to maintain its quant quiet small country town feel it cannot continue to sprawl out into the countryside that makes Sherwood what it is. There is enough space currently in the city that should be reimagined and redesigned to support more homes and people	7/16/2024 8:46 PM
183	The report did not consider the potential impacts of climate change, in terms of population increases in the Northwest due to cooler weather and water availability relative to other parts of the country, and also impacts of climate change on the wildland urban interface and how this could impact fire risk for the edges of the Portland area.	7/16/2024 8:26 PM
184	Plan more roads. Stop allowing destruction of natural area and trees and require trees be preserved as well as more planted instead of grass.	7/16/2024 6:26 PM
185	I think a more in-depth analysis of how mixed use and/or dense an area needs to be in order to, at the very least, financially break even (taxes collected minus cost of local services provided), would be highly beneficial, especially if it can be put in a visual format which is much easier to understand. Urban3 (which worked with the City of Eugene) does this kind of work, and I feel Metro may gather very valuable information from this type of analysis, even for specific areas within the UGB. Financial viability should be at the core with Metro's development decisions so ensuring this single element is achieved and can be demonstrated to the public with figures and images seems an essential element to consider.	7/16/2024 5:52 PM
186	I think the decision makers have already made up their minds on what they plan to do and it many times is not in the best interests of the communities	7/16/2024 12:20 PM
187	No.	7/16/2024 10:24 AM
188	The employment and population forecasts are unduly pessimistic. This area has done better than national trends consistently over the last few decades, and the forecasts appear to anticipate decades of decline.	7/16/2024 9:04 AM
189	Funding for schools! You cannot expand boundaries and overfill our schools without discussing how these (and other entities) will see a compensatory increase in funding.	7/16/2024 8:09 AM
190	There needs to be more land opened for more housing. We need to restrict Airbnbs as almost a quarter of homes are being bought by investors and rented out increasing the cost to rent and to buy. If we limit airbnb or charge a fee for doing Airbnb we can create revenue to allow for more subsidies on housing. But the biggest need is a larger amount of buildable land so people can actually afford homes and lower price.	7/16/2024 8:00 AM
191	Metro needs to read between the lines of the Expert's analysis. Even the small baseline growth assumption seems optimistic. Developing suburban land will not create "affordable housing" in locations where it is needed.	7/15/2024 8:39 PM
192	Why do we need to create conditions to attract people to settle here? It's okay to not do that. They will go elsewhere and that is okay. We have always been fine. We already have too much congestion and need breathing room.	7/15/2024 7:50 PM
193	I think crowd control. If you are going to purchase a house, chances are you want a yard, places to safely park (or where guests can safely park), and really resources and road/traffic control. The bigger Portland gets, the more cars on the road…maybe it's time to consider different highways that avoid clustering the hwys that already exist. Wildlife also needs much more considerations. We have a lot of animals that migrate through the season and even during the day, they need safe areas to complete this. Tigard has amazing walkways through the city which follow a stream and tons of wildlife use it for traveling away from cars as well as a food, shade/shelter, and water source. It's surrounded mostly by roads with low speed limits which is helpful too.	7/15/2024 7:17 PM
194	Quit taking out property	7/15/2024 6:47 PM
195	More focus on providing good housing for all demographics and not creating slums. More focus on transportation as well as drivability. More focus on public safety, education, sustainability,	7/15/2024 5:54 PM
196	Maintaining an affordable supply of single family and mid density housing	7/15/2024 5:28 PM
197	Too many people in the boundary lines causes insane traffic for people living near the highways. I can't even get out of my neighborhood to turn on to a road because there is so much traffic	7/15/2024 5:12 PM

198	The proposed size of the UGB in Sherwood seems extraordinarily oversized, with lands that are currently used for employment in forests, farmlands and wineries being usurped by potential new employment that is uncertain. Damage to watershed and forest lands are not be duly scrutinized.	7/15/2024 3:31 PM
199	Thank you for the survey. Please remember to hear both sides of the coin in all of these affairs.	7/15/2024 3:25 PM
200	When economic development staff in the region are working to attract employers, they need quick decisions. We never have enough options. I think the semiconductor task force and the state's decision to allow an expansion if the opportunities present a quick decision. More 'optional' land could be a good policy when all the right conditions are met.	7/15/2024 2:14 PM
201	I think you are gonna see tons of commercial land come up for sale and flud the market with people working from home. Maybe a plan to convert through building or land inside the urban growth boundary to housing. That will help. And cut all the red tape to build on the land we have now. No one can developed land if it cost 125k just to see if anything can be built.	7/15/2024 1:45 PM
202	Farm land and wild spaces, especially in sherwood. It would be preferable to establish larger housing withing existing city limits vs expanding into the broader area	7/15/2024 1:41 PM
203	Build the infrastructure/roads/ammenities before allowing more residential	7/15/2024 1:35 PM
204	It's good. Let's fund it.	7/15/2024 1:17 PM
205	See above. Expanding the UGB for the sake of more single-family residential development is merely blessing sprawl. Thank you.	7/15/2024 1:12 PM
206	Underproduction on recently added lands to the UGB suggests that proponents for expansion are not honest in their assertions. Also, recent proposals for expansion of nearby UGBs, as in North Plains, utilize regional rather than local growth to make their need case. This suggests, at a minimum, that nearby cities should be added to the Metro UGB should they seek to expand their UGBs.	7/15/2024 12:58 PM
207	The cost of living is only mentioned twice in the draft report. Perhaps addressing this would help with uncertain emigration numbers.	7/15/2024 12:40 PM
208	No	7/15/2024 10:53 AM
209	Fewer parking lots, less sprawl, more dense housing, narrow freeways and add tolls, more bike paths	7/15/2024 10:35 AM
210	While you give lip service to climate change, not enough is being done.	7/15/2024 9:56 AM
211	See above. Do not open the UGB to large plots of ‘farms’ that get reduced taxes for having a llama ir Christmas trees. We all know that is a sham to allow rich people estates.	7/15/2024 7:25 AM
212	No	7/15/2024 6:07 AM
213	I am older woman, age 74 and do not think you are taking into account people like me who living long. Keep public transportation strong so I can go Places. I work part-time and still drive a car but not for long so please don't disregard the needs of older people like me.	7/14/2024 5:37 PM
214	The mobility corridor connecting Portland, Tualatin, Sherwood, Newberg, Dundee, McMinnville, Sheridan, and Lincoln City needs a major upgrade, especially with the growth planned for Sherwood West, and continued growth in Yamhill County.	7/14/2024 3:55 PM
215	Community wants. Oregon talks a big game but consistently underestimates what is needed. See the lack of lanes on 217 while light rail was promoted, people do not want mass transit but tax dollars are wasted instead of put where the community wants. Soulless development of cookie cutter houses replace rural and natural areas. Oregon is supposed to be about conservation, not how many tax revenue lots can be jammed into the urban growth boundary.	7/14/2024 3:35 PM
216	Please stay away from Sherwood'as green space, wetlands and agricultural land.	7/14/2024 3:25 PM
217	The Sherwood West proposal as it pertains to Lebeau and the nearby Edy road area. There is no need for additional industrial growth in these areas. We live in the area and are members of local wineries there, all of our neighbors are against the unnecessary growth in this area. I am concerned for the environmental impact that growth in this area would cause and for the loss of the natural beauty that drew us to Sherwood. Tualatin-Sherwood road holds plenty of space for	7/14/2024 2:16 PM

	industrial growth and it is not needed on the Lebeau/Edy side of Sherwood. Please consider the residents and the environmental beauty of these areas before approving this project as it will bring a negative impact on the community.	
218	Most important the limited water supply of Chehlam Mt. has been taken into consideration at all, particulary based on the models of the past yrs of shifted temperatures and climate. People move in , parks r created and water wasted to.kerp them all green. Chehlsm Mt. does not have an aqua fir and must rely on rain which has been heavily impacted. 2. The infrastructure and traffic patterns were not considered at all for the area. Development is allowed to come first and no infrastructure, then yrs if worthless construction and traffic jams. 3. Sherwood City council only wants the profits.	7/14/2024 1:53 PM
219	No	7/14/2024 12:44 PM
220	No	7/14/2024 11:19 AM
221	There are so many new buildings and warehouses and apartments and such in Sherwood we don't need to take up any more farmland. And we really don't need that much more congestion on that side of Sherwood.	7/14/2024 11:16 AM
222	Traffic, funding for all the growth expansion. Sherwood residents already paid for a gigantic high school that is only a 1/3 of total capacity. Sherwood residents do not want to fund more unwanted and UNNEEDED expansion into our green space and precious ag land.	7/14/2024 10:28 AM
223	Not enough infrastructure or community input	7/14/2024 10:25 AM
224	Citizen comment	7/14/2024 10:13 AM
225	The North District is currently farm land and at the base of a hill that is all agriculture. We do not ag land this developed into manufacturing and commercial space, adding more traffic to an already bottlenecked Roy Rogers road. Sherwood already expanded to develop more commercial space. This land has not been fully developed, yet the city is already asking for more. tualatin, King City, and Beaverton, All bordering cities of Sherwood, I've had massive growth or art currently in the growth process. The city of Sherwood demonstrates a lack of need. Metro must consider want verse need in this scenario. This ask would expand the city of Sherwood by 41%, an obscene amount of unnecessary growth into utilized farm and agriculture land. The land that the city is requesting, backs up to a national nature preserve, a precious creek and wetlands, and farm land that is all currently farmed. This land ask is unneeded and unwelcome but the majority of Sherwood residents. This has been demonstrated by a survey of Sherwood residents. Over 80% of residents rejected the city's proposal plan.	7/14/2024 10:03 AM
226	I think the decision-makers need to put more emphasis on how we are traveling around the city and look to boost trimet influence on the city. More bus lanes and build the southwest line.	7/14/2024 9:25 AM
227	Need to better factor in seniors	7/14/2024 12:07 AM
228	The house size was not considered. It would be wise to focus on density increase and apartments building woth mentioned family size decrease.	7/12/2024 11:40 PM
229	I appreciate the focus towards climate change and there was more focus on car free infrastructure than I was expecting. But one thing I think needs improvement is a stronger focus of prioritizing more dense housing and their proximity to green spaces. It seemed like when looking through the proposals, the low density SFH areas were closer to the nicer park areas. I also think this area needs to prioritize state of the art bike and walking infrastructure. The trails mentioned sounded good, and it would be great if they were totally separated from car right-of-ways. I would prefer all of this to not happen at all, but if it did, I want to see it done right with good urbanism design features and reducing reliance on cars.	7/12/2024 8:13 PM
230	no	7/12/2024 7:47 PM
231	Vertical development is a direction - we can build up, build density, and single family car oriented development is not necessary at this point. There is a lot of density to build and zoning + investments can make it happen.	7/12/2024 6:10 PM
232	more thought needs to go into transit access	7/12/2024 5:31 PM
233	We need housing and commercial offerings where schools and business In order to contain traffic - housing and commercial offerings must surround schools and places of events.	7/12/2024 1:10 PM

	Washington County is not well organized, there is a lot of driving to get from one place to another.	
234	Equity and access to opportunity and how severe restrictions on the urban growth impact communities of color and other disadvantaged populations.	7/12/2024 12:23 PM
235	Suburbs destroy ecosystems, increase emissions, decrease equitable access to nature and heavily reduce human interaction. They are not the right answer to expansion.	7/12/2024 7:47 AM
236	I didn’t see much of anything on the bicycle network and how it will fit in with the surrounding environment. After all at the center of the expansion is a high school and students should have access to safe and efficient routes to their schools.	7/12/2024 12:22 AM
237	Climate change, ecosystem loss, equitable access to nature. Greater density is the solution, not the occupation of land that should be wild.	7/11/2024 10:31 PM
238	Please consider housing outside of single family homes. As long as we can transit to home, to work, and to green spaces, we don’t need the suburban dream which is much harder to maintain and really limits growth	7/11/2024 6:57 PM
239	Yes. We do not need to expand the UGB, in Sherwood or anywhere, to accommodate the region's growth. UGB expansion areas always just produce more high-end housing, not the more-affordable options that we need the most. Further, building new housing at the edge forces people into their cars, increasing their household expenses -- also not great for lower-income folks. We ESPECIALLY need to stop expanding the UGB far from transit. The region really f'd up in allowing Happy Valley to happen, but not planning to extend MAX to serve it. We're not planning to expand MAX to Sherwood. Therefore, we should not expand the UGB there. Simple as that. Vote no, go home, and spend some of your vacation time.	7/11/2024 6:12 PM
240	Low density development, transportation, car dependence, cost of living including transportation	7/10/2024 10:14 PM
241	Need to consider how Sherwood can be more judicious about densifying it's existing land	7/10/2024 9:51 PM
242	Metro's regulatory process bogs down housing development - development being so needed to put young people/families into their first house and put them on a road to individual prosperity.	7/10/2024 8:30 PM
243	Low density housing should not be added. Low income housing should be 50% of all new housing in expanded area.	7/10/2024 5:14 PM
244	Transportation has to be a major factor in this decision. We must greatly decrease vehicle miles traveled while increasing access to housing.	7/10/2024 12:08 PM
245	You will kill the vineyards and wineries business around here if you keep building lower income housing. And that is an important part of Sherwood/Newberg/Dundee tourism.	7/9/2024 9:48 PM
246	I did not see enough emphasis on local (city) decision making and responsibility. Plus, I did not see enough working together between regional and local government and insufficient level of public information and reaching out to get every one involved.	7/9/2024 3:43 PM
247	?	7/9/2024 3:15 PM

Q5 Please provide your comments on the Sherwood West proposal in the box below.Proposal Summary:Name of urban reserve: Sherwood West Gross acres: 1,291 acresHomes planned: 3,120 – 5,580 unitsJobs planned: 4,500 jobsThe City of Sherwood has proposed expanding into the Sherwood West urban reserve to support development of homes and jobs. The planning for this area began in 2015 and has resulted in a concept plan that reflects the community's priorities for employment and economic growth. The plan also reflects new housing regulations meant to encourage the development of many different types of housing.To learn more about the project proposal, visit the webpage.

Answered: 182 Skipped: 183

#	RESPONSES	DATE
1	This city has NOT done an adequate job of utilizing existing development nor accurately forecasted the growth. Our incredibly expensive high school is underutilized and we're paying for it as tax payers. This is not the right direction to go for Sherwood.	8/23/2024 10:11 AM
2	This is a land grab. There is no reason to disassemble rural properties & farmland, destroy peoples businesses, introduce commercial/industrial complexes (when there are empty & unleased inventory) create high density housing when research shows a decrease in population, deterioration of the level of education in the school system, and housing prices skyrocketing. I am all for growth in a measured & logical manner when the need arises. There is no evidence that supports an inclusion of this magnatude	8/22/2024 10:03 PM
3	I am totally against the growth proposal	8/22/2024 9:46 PM
4	this may not be the right place to put this, but I found the webpage difficult to navigate—it was hard to find the information I cared about and if I hadn't been wanting to fill out this feedback form, I probably would have clicked off before getting the answers I wanted. something about the navigation could be clearer (I wasn't even really sure if the right webpage was linked at first)	8/22/2024 9:42 PM
5	Sherwood currently has some of the most expensive utilities. There is no financially viable way to expand housing and businesses and keep the livability of Sherwood affordable. Sherwood is in the middle of wine country, a huge economic resource for the State of Oregon and the Metro area. Expanding the Urban Growth Boundary will cut into this critical agricultural land needed to help further Oregon's wine industry. On top of this Oregon is known world wide for its amazing views and natural beauty. Swaths of industrial parks and cookie cutter housing is no way to help Oregon or Oregonians in developing affordable and liveable housing. The current plan suggested is not a wise option for the viability of Oregon's future and I stand against it.	8/22/2024 7:10 PM
6	Sherwood is not ready for more growth. Part of Sherwood charm is open spaces, wineries, and fram land. It's rural and near major cities. Road s are not sufficient for the traffic as it is. Losing forested land would be a huge downfall and make Sherwood less desirable	8/22/2024 6:55 PM
7	To whom it may concern, As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community. Keep our small town feel! Ask people why they live here...it is because of the small town feel....do not become a Beaverton! Sincerely, Patricia Hales	8/22/2024 6:34 PM

8	I disagree with the expansion of the urban growth boundary.	8/22/2024 6:31 PM
9	I support the Sherwood West Proposal	8/22/2024 4:40 PM
10	Being a property owner in the proposed expansion area who farms the land this expansion pushes us closer to losing our lively hood. Developers are continually contacting us and wanting to purchase our property. We are not interested. This is a very large expansion request. Is all or any of this land really needed now?	8/22/2024 11:53 AM
11	The Sherwood West Fact Sheet notes that, in an expansion proposal, cities are asked to show that “development of the proposed expansion area is feasible and supported by a viable plan to pay for needed pipes, parks, roads and sidewalks.” I commend Metro for asking cities to demonstrate this. Based on the Sherwood West expansion proposal, I do not think that the City of Sherwood adequately demonstrates that infrastructure development is feasible. Appendix B of the Sherwood West UGB Expansion Proposal Part 1 discusses infrastructure funding for the proposed development area. On Page 316, Leland Consulting notes: “Across both scenarios, revenues generated under a full buildout of Sherwood West are sufficient to cover estimated infrastructure costs for sanitary sewer and parks, but not for water, transportation, or storm infrastructure.” Additionally, they note, “ It is not unexpected to find a deficit for transportation infrastructure…when considering that many local governments are challenged with funding road development and maintenance.” The proposed funding strategies on subsequent pages are not guaranteed, and they largely address upfront development costs rather than maintenance costs. A city should not be allowed to expand the UGB without the ability to pay for ongoing maintenance. With our current inability to fund maintenance, people in the Metro area are already experiencing the negative effects–why exacerbate this by further sprawling outwards? The development in the proposed expansion area will not provide the tax base required to support their infrastructure in the long-term, and it is unfair for other areas of Metro to subsidize the City of Sherwood’s expanded area.	8/22/2024 11:40 AM
12	I believe very little thought has been put into the traffic these 5,580 homes will create. Average 2 cars per home so an additional 11,000 cars will be on raods that are already conjested. Also you are going to burden the current property owners with additional taxes for improving infrastructure, roads, schools, and fire stations that these 5,580 homes will require. You are taxing the current property owners right out of their own homes just to make room for people that don't even live here yet.	8/22/2024 10:22 AM
13	Doesn’t seem like the plan accounts properly for the cost of maintain this sprawl infrastructure, and they certainly have not maximized the housing and jobs potential within their current perimeter.	8/22/2024 10:10 AM
14	The Sherwood West area consists of farms, forests, and other properties in the hills of this countryside. Most of it is not suitable for the increased traffic that this development would bring. If you are inclined to approve an expansion, I strongly urge you to reduce the amount of acreage dramatically. There are few east/west roads that connect Sherwood West to Hwy 99W (which is our lifeline to everything), and the City has no plan or intention to increase those. They have only proposed new north/south roads which won't connect to Hwy 99W. I fear we will all be stuck in a logjam up the hill unable to access Hwy 99W if several thousand new residents are put here. This is an area of sloped, narrow, two-lane roads. The intersection of Edy Road and Hwy 99 can't be expanded due to Walgreens being on one side and the Providence building being on the other. It's going to create unsafe conditions and car accidents for the existing residents along the side streets who need to pull out onto Edy Road if there are thousands of additional vehicles to compete with. If you need one example of traffic dysfunction that has been created by adding thousands more homes all in roughly the same geographic area, like the South Cooper Mountain, Tigard/West Tigard, and King City expansions, look no further than SW Fischer Rd and Hwy. 99W. Traffic traveling north on Hwy 99W often comes to a stop well before this intersection, because there are so many cars making a left turn onto Fischer Rd that they have spilled over the quite long left turn lane and are now stopped waiting to turn left while in the left TRAVEL lane of Hwy 99W. This is right in front of a TVF&R station, and the results of this grid lock traffic are going to prove tragic when an emergency arises, and fire trucks can't get to where they need to go.	8/22/2024 3:04 AM
15	The City of Sherwood, according to available information, has an employment-population ratio of about 50%. This is extremely low, even compared to nearby cities. This is because Sherwood is a suburb, with a high median income, far from job centers, and dependent on freeways for access. This sort of pattern of predominant single family homes, with few jobs, connected by freeways, is catastrophically bad for regional health. The reason Sherwood wants to expand its UGB is exactly because it requires continual sprawl to fund the borrowing	8/21/2024 11:14 PM

	it made in the first place. While I appreciate Sherwood is seeking to add additional jobs and create mixed-use neighborhoods, the fact remains they must first do this within the existing city boundaries. The city has proven incapable of mixed-use neighborhoods close to jobs and schools. Giving them more land and hoping they 'get it right' does not make sense- and it shows in the proposed zoning, which is still predominantly low-density residential. In fact, the breakdown of zoning reflects existing Sherwood zoning quite directly. I don't know why we would expect a better use of new land. To accomplish regional goals, and even to create a healthy Sherwood, we must develop existing land within the UGB so we can create financially and environmentally sustainable population growth.	
16	Please make sure this doesn't turn into typical urban sprawl that's bad for the environment and pushes out low income bipoc communities.	8/21/2024 11:11 PM
17	I am against the industrial expansion. The City has been Disingenuous about the planned use of the mixed employment area during all it's public outreach. Industrial use was only mentioned during after the outreach was finished. Do not think for a minute there is support within the city for another industrial area. Just look at their actual Sherwood West Concept Plan. They did not discuss industrial use. The plans for Elwert Road are inadequate to support the regional traffic connector role for which it serves. The City made vague statements about a north south connector. Their own traffic studies showed such a connector would not be used. Plus due to the steep slopes in the area it would be too expensive to build. The City also did not represent they would be asking for the whole area to be brought in. If Metro approves the ask, given the City's lack of transparency it is quite likely there will be a major outcry by the voters and the City Council will once again be forced to withdraw the ask. Just like happened in 2017.	8/21/2024 11:04 PM
18	this land will be on the urban fringe and will increase regional VMT substantially while creating more infrastructural liabilities. This kind of development is making us poorer and needs to be stopped. We need to stop this sort of thing by a building boom in more central areas.	8/21/2024 8:18 PM
19	Land use to facilitate industry is poor use of the proposed expansion. The land is too close to existing residential land, farm land, and protected habitat. Additionally, there is minimal exploration of a feasible way to support the growing and expanding transportation needs of the aforementioned proposed industral space.	8/21/2024 6:15 PM
20	The Proposal is not reflective of actual population growth and community needs. Expansion size is ridiculous. Fails to consider long term costs to current residents in terms of taxes to support the infrastructure that would be needed to support this plan. Tax burden analysis seems to be missing altogether.	8/21/2024 5:56 PM
21	Work on densifying existing neighborhoods instead of focusing on sprawl. Expanding the boundaries of the city will force the city to stretch it tax revenue even further than it needs to now.	8/21/2024 4:57 PM
22	For the Sherwood West expansion plan that was submitted in 2016 doesn't reflect the more recent population decline. The concept plan should be scaled back to reflect more current data and the UGB expansion should be 50% the original submission. Additionally, their concept plan doesn't adequately address the funding of infrastructure. Such a large expansion is not warranted at this time. There will be opportunities for additional land to be added if necessary.	8/21/2024 4:22 PM
23	Specifically in the Sherwood West expansion, the concept plan did not represent the will of the majority of Sherwood residents. 80% of residents did not want to see the level of expansion and were gravely concerned about how it would affect the livability and sense of community that already exists. There is no reason to add the entire amount into the UGB at this time, smaller more thoughtful expansion was never considered and the cost to add services support this vision and will be a huge burden to citizens, despite the city claiming it will not. Also the inclusion of light industrial so near many farms and vineyards is just irresponsible. Many of the discussions the city mentioned was to tout Sherwood as a gateway to wine country, yet we would do major harm to the two wineries closest to us. Also the concept plan around Elwert being similar to Sunset doesn't make any sense given the already burdened use of Elwert which will grow dramatically if the planned growth of homes and light industrial actually went in. Overall citizens have been providing specific, data-driven feedback during this process raising concerns, which the City noted but never really addressed. Yes they asked for citizen feedback, but most was ignored as citizens just saying "no growth" when in actuality we were trying to raise visibility to some of the serious oversites in this plan.	8/21/2024 3:07 PM
24	Build denser, not outwards. Suburbia can't pay for itself in maintenance once it ages a couple of decades, which is why it always needs to expand outwards for new tax bases. This is just	8/21/2024 2:39 PM

	kicking the can down the road. You can achieve all your stated goals by simply building denser in the existing boundary. Don't expand the UGB.	
25	1: Proposed Gross acres is a very large percentage relative to current existing gross acres of Sherwood. 2: Projected population growth rates, as stated in Metro's report, is much smaller than what Sherwood proposes. 3: Sherwood historically has not been a large business / employment location. The proposed jobs would change the community character, not for the better, that Sherwood currently enjoys. 4: Most new jobs would be filled by people who don't live in Sherwood, for a variety of reasons. Traffic congestion will increase. 5: Most new families that would live in the homes planned would work elsewhere. Traffic congestion will increase.	8/21/2024 11:12 AM
26	We will move out of Sherwood if it goes through.	8/21/2024 8:39 AM
27	I would prefer to keep Sherwood smaller than the full Sherwood West project proposes. I don’t mind some of the expansion but I don’t think all of the proposed zones are necessary. Let’s keep Sherwood special by not making it so easy to live here that all Our property values decrease.	8/20/2024 11:41 PM
28	Sherwood does not have the infrastructure to support the amount of development proposed in this expansion and frankly there is no need for this amount of land to be added into the UGB at this time.	8/20/2024 6:27 PM
29	I think the city of SHERWOOD is asking for way too much.. I am concerned about the logistics of where they want to put light industrial. I don’t think it’s necessary. The whole reason I moved to SHERWOOD is the small town feel. Their proposal makes me feel like I will be pinned by businesses and not the kind I want to be around. Growth is good, but it needs to be smart. I think SHERWOOD is trying to ask for the world when it should be asking for a small portion.	8/20/2024 5:07 PM
30	As a resident of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.	8/20/2024 4:55 PM
31	Allow all of the proposed increase. Growth will only happen at rate of needed services like water, sewer, and other facilities.	8/20/2024 4:52 PM
32	See above.	8/20/2024 4:22 PM
33	Expanding makes no sense without a viable Western Bypass Freeway to alleviate the already intolerable traffic load on rural roads. Without it, more density would be intolerable and irresponsible.	8/20/2024 4:10 PM
34	I vehemently oppose the expansion into Sherwood West. Previously designated Title 13 properties are now being planned to be light industrial with no thought for where the wildlife they are wiping out will go to. Elwert Rd. is already heavily traveled with 1000's of cars going by each day through an area of farmland, wineries and small farms. There is are multiple fish bearing streams at the confluence of Chicken Creek that will be greatly impacted by increased construction. None of the plans that have been presented adequately address how the bridge over Chicken Creek or re-routing of Elwert to mitigate costs is going to be paid for. The addition of the massive high school to the Sherwood area was done at great increase to the taxes of those within the Sherwood City limits and those that live outside the city limits. The Sherwood School District projected student population does not match what the City of Sherwood is projecting. In fact, the school district expects the high school population to go down. We don't need more development in a rural area when we are already paying for an expensive new school and the plans for the main arterial funding are unclear and nebulous. Now is not the time to expand into Sherwood West!	8/20/2024 3:55 PM
35	The roads immediately surrounding the proposed neighborhoods are county land and considered rural roads with a speed limit of 55 mph. Putting families near these roads seems dangerous without a proposal to address this. Also, we are putting physical barriers between our main thoroughfare, the 99, and our most famous wineries, Hawksview and Alloro, both of which are well known, with Alloro recently being placed on the top 100 in the world. We need to design pathways through Sherwood into wine country, rather than being a stop along the way to Newberg and Dundee.	8/20/2024 3:51 PM

36	I think this is a great plan in general. I would caution against too much vertical mixed-use, most of the ones I see end up with most of the commercial space vacant anyway which is such a waste.	8/20/2024 3:39 PM
37	This expansion is not supported by the current and expected growth of the area by Metros own numbers. The city has not provided adequate or reliable numbers to support this request.	8/20/2024 2:56 PM
38	Without funds to resolve inadequate access to I-5 for commercial transportation and efficient movement of local travel, expansion will only worsen the gridlock and further erode productivity and quality of life.	8/20/2024 2:04 PM
39	The city is grossly overestimating the growth in the next decade. There is no data to back up the request to add so much land to the UGB. With much of the agricultural and open land to the east and south (between Sherwood and Tualatin and Wilsonville) being gobbled up for light industrial and housing, the area is losing too much of the agricultural/natural land. Furthermore, the city has very little connection to public transportation so the proposal can only lead to worse congestion. Lastly, the City has not maximized the current boundaries for affordable housing and jobs. There are plenty of opportunities (considering the much more modest growth projections) within the current boundary if the City plans properly.	8/20/2024 9:54 AM
40	This project would make more sense if it was built in conjunction with a WES regional rail spur but it lacks a Right of Way reservation to build such a line. There is currently a plan to extend WES to Salem meaning smart TOD could also make Sherwood a commuter community to Salem in addition to Portland or Beaverton. WES currently underperforms, but if development took WES into account, it could turn into a system more like RTD or SEPTA.	8/19/2024 6:13 PM
41	Creating more jobs than housing units would be a mistake. That said, I support the proposal.	8/19/2024 12:08 PM
42	This is a terrible idea. There’s already so many empty lots in the Portland region. Not to mention, so many parts in Portland where buildings could be built taller. Sherwood is already on the edge of the metropolitan area, and having this development would cause more traffic, more urban sprawl, and get us away from the core ideas of the urban growth boundary.	8/18/2024 11:24 PM
43	As a resident of Sherwood, I was wrong to be okay with this. Suburban expansion must be stopped at all costs. Let the farmers keep their land, don't let us build around and effectively force them off land their families have had for generations.	8/18/2024 10:37 PM
44	Quite literally, nobody wants this. Add density to the existing boundary.	8/18/2024 9:26 PM
45	This expansion is unnecessary. Sherwood should increase density and housing within the existing boundary	8/18/2024 8:32 PM
46	I’m sick to my stomach, the city can’t is not ready for this	8/18/2024 7:06 PM
47	As a resident of Tualatin near Norwood road and the city of Tualatins Basalt Creek planning area I have witnessed first hand how promises of greater middle housing have failed to address the housing crisis in the region. Homes with shared walls selling at 450-550k and detached homes in the new development selling for 650k up to near 900k dollars. While the central city of Tualatin remains empty and uninteresting. The area around the Tualatin Commons remains an empty gravel lot and an empty parking lot at a shopping center that has lacked a primary tenet since Haggens went bankrupt 9 years ago. By voting yes on the current plan you allow cities like Sherwood to ignore urban blight like the empty parking lots around a regal movie theater that has been closed for 2 years now. If our region is serious about climate change and the housing crisis we must push for our cities to redevelop and increase density in our cores rather than building 500k dollar shared wall units and 650-800k detached homes. By voting no Metro can leverage our cities to not build out like Los Angeles and Texan cities but up like Vancouver BC and Seattle.	8/18/2024 5:12 PM
48	Do not allow Sherwood city government to do this, force them to build more infill affordable housing and less of this car dependent, road dependent suburban single family housing.	8/18/2024 2:27 PM
49	Sherwood should not be granted this UGB expansion due to the illegality of apartments and dense multi family housing in the majority of the city. Furthermore, adding sprawl to the SW metro specifically has the worst effect on traffic in the region, due to almost no high capacity public transportation. 99 is already a dumpster fire.	8/18/2024 2:27 PM
50	The citizens of Sherwood have voted several times in the past not to expand the UGB Sherwood West. We are not anti growth but we are smart growth. We don’t want this area of	8/18/2024 2:11 PM

	Sherwood looking like the areas on Roy Roger's Rd(Tigard and Beaverton). My vote and 70% of the citizens that this would directly impact do not want this area annexed into to UGB.	
51	I already gave some of them, but why we need to expand by destroying farmland instead of using the ample space between Sherwood and Tigard/King city, Sherwood and Tualatin, or Sherwood and wilsonville, is beyond me.	8/18/2024 1:22 PM
52	The City of Sherwood has an apartment ban that encourages poor land use. They should stop building sprawl and instead should focus on denser development.	8/18/2024 1:13 PM
53	Looking forward to more commercial zoning for jobs and businesses	8/18/2024 1:06 PM
54	Metro should reject this plan. Cities in Washington County have the capacity to accommodate housing growth, but they maintain apartment bans across the overwhelming majority of their existing residential land. They need only to end their exclusionary zoning practices (and reduce other barriers like exorbitant SDC fees) to get housing built. I'm less familiar with the demand for industrial land, if there is a need for more I'm not opposed to a partial rejection that only allows for the employment land component of the expansion.	8/18/2024 11:53 AM
55	As a Tualatin resident, I strongly object to this plan. The transportation connections are poor, and our region has no shortage of buildable land already in the UGB. We need infill, not more fire-prone sprawl into farms and forests. Oregonians have repeatedly said no to California-style sprawl. Please listen to us.	8/18/2024 11:30 AM
56	To much to fast.	8/18/2024 7:22 AM
57	This new area is unnecessary, and will take away what makes the community unique. I moved to Sherwood, as I loved the farms and open space.	8/18/2024 6:34 AM
58	I don't think this should even be considered until we get more than one grocery store in town. I just feel like the cities priorities are way off track.	8/18/2024 1:14 AM
59	Home prices in the Portland metro area have risen by 75% or more over the last ten years. We need to build more housing desperately and are not at risk of "overbuilding" - at worst this would reverse some of the run-up in prices due to past severe undersupply. I am in favor of allowing more housing to be built as much as possible.	8/17/2024 2:50 PM
60	Continuing to develop our important farmland leads to loss of orchards, vineyards, etc, and pushes already displaced wildlife into urban areas (we have a black bear roaming in our inner Sherwood housing area this year). Our roads are in a continuous state of upgrade and expansion that STILL cannot keep pace with development.	8/17/2024 8:32 AM
61	We don't want Sherwood West Expansion to happen. We live directly on Edy Rd which will be inundated with traffic, congestion and construction. We moved here to live in a small town and enjoy the farmland and wineries nearby. We don't want to end up like Beaverton.	8/17/2024 8:06 AM
62	Keep farm land as is	8/16/2024 11:09 PM
63	I think your growth models are antiquated. Where are the people coming from?	8/16/2024 9:34 PM
64	I am opposed to the expansion as it will utilize land that is currently agricultural and it will increase congestion in the area to the detriment of the current community. It does not address the need for fixing the existing congestion problems before adding to them.	8/16/2024 4:29 PM
65	My perspective, right or wrong, is that this proposal is naturally being driven by developers - those who will benefit the most and not the citizens of our local communities.	8/16/2024 4:29 PM
66	Building in the agricultural area that is being proposed will ruin the region and the character that we all love. No one wants housing and development next to wineries and orchards. You have clearly not heard the booms of the cannons that are used to keep birds off of the grapes during harvest season or else you wouldn't have proposed this.	8/16/2024 11:47 AM
67	Traffic is already congested at certain times during the day….how will that be addressed? Affordable housing is needed but some kind of rent control needs to be considered. Love small produce farms ….dont loose those in the expansion process. (Red Berry Barn). How will this expansion affect Newberg and the proposed by-pass?	8/15/2024 12:23 PM
68	We don't need the houses here. There are already 1000 new homes and not the infrastructure for it. Then all the farmland is gone.	8/14/2024 1:10 PM

69	This is excessive and unnecessary In 2022 Metro projected Sherwood would grow by a scant 3% over the coming decades. The Sherwood School District has forecasted enrollment for the new high school will begin to decline in 2027. Sherwood has enough vacant land to accommodate new housing and jobs for years to come, when planned and developed wisely. Metro's research concluded there is enough industrial land inside the existing Regional UGB for another 20 years. Metro's research on Residential land shows most land brought into the UGB in the last 20 years remains undeveloped. This will waste our rich farmland The UGB expansion will destroy the fertile, productive lands which grow Timber, Hazelnuts, Blueberries, and world-class Pinot Noir grapes. These thrive here and in only a few other places around the world. The lands will be replaced with generic concrete boxes for "flex" office, light industrial, and multi-family residential. This will make bad traffic congestion worse Do you enjoy being caught on Scholls-Sherwood, Roy Rogers and Elwert Roads during rush hour now? Imagine adding 5,600 new homes and 4,500 jobs to the area? The jobs will result in additional commuting to Sherwood for those employees who cannot afford to live here, having a negative impact our air quality. This will increase your Property Tax burden We have not found a Taxpayer Impact Statement showing how Sherwood and its residents will pay for the new roads, sidewalks, water and sewer; just an "agreement" to figure it out later. Yes, the developers will pay for a portion of the initial infrastructure, but YOU will be left with more financial obligations to pay for the operating and maintenance costs, even though we do NOT need the new land to keep pace with growth in Sherwood.	8/14/2024 5:35 AM
70	Im opposed	8/13/2024 10:06 PM
71	It seems like Sherwood has fallen to the urban sprawl of Portland. Our small town feel has gone down and crime has increased. Many of the farms and greenspaces that makes Sherwood so beautiful are being turned into industrial buildings and high density housing. Traffic is getting worse, our roads are constantly under construction and prices to live here continue to increase. I understand the need for housing but does it have to come at the expense of farmland, greenspaces and other natural areas?	8/13/2024 8:00 PM
72	I do not support this. This is not to develop homes and jobs that better the quality of life for sherwood residents, this is to have developers come in and build tract homes, maximize profits, and do the bare minimum to get approvals, and increase the tax base to the city, county, and state, none of these bennifit the sherwood residents.	8/13/2024 4:48 PM
73	OPPOSED to the UGB expansion!	8/13/2024 3:31 PM
74	Probably too dense, but some ugb expansion is here than none.	8/12/2024 5:33 PM
75	I don't believe we are ready for growth	8/12/2024 7:24 AM
76	Sad. Its all destruction of habitat for horrible HOA non affordable housing. Disgusting and waste of money. Money that metro is no using to clean yhe streets of Portland.	8/11/2024 2:34 PM
77	Please use all commercial space currently in the city effectively before building more. Empty storefronts in existing commercial areas can be used and already built and walkable. Preserve and enhance the business industry we have before we add new	8/11/2024 10:32 AM
78	Should be approved!	8/11/2024 8:21 AM
79	Does not consider impacts on agricultural areas, existing infrastructure	8/10/2024 10:39 AM
80	Sherwood is a perfect example of urban sprawl. Farm land is being swallowed up by single family housing.	8/10/2024 7:41 AM
81	Make sure 50% of homes are single family. Provide for one-level homes for aging population.	8/9/2024 5:52 PM
82	The proposed Sherwood West proposal as written is premature for large scale development particularly for more than 5,500 new housing units in an area that has already seen rapid housing development in surrounding communities.	8/9/2024 11:23 AM
83	Voters have already said they don't want this.	8/8/2024 7:08 PM
84	The more you take away the land from farmers the bigger food problems we will have. Not to mention the negative impact on wildlife,.water supply and I creased risk of fires. This is a terrible expansion.	8/8/2024 6:31 PM
85	No more commercial growth keep land habitat as is	8/8/2024 6:26 PM
86	We need to redevelop and make the most of unutilized already developed space. We do not	8/8/2024 1:51 PM

	need to add more housing in an already overpopulated area.	
87	I support Sherwood's proposal. They have completed a concept plan in accordance with Metro's UGMFP and have adopted documents demonstrating need and ability to serve the proposed expansion area. I like the inclusion of green spaces, parks and trails throughout the plan area as well as the plan for a diversity of housing.	8/8/2024 1:08 PM
88	We are against the expansion for Sherwood West. Go north or east with the expansion please. Let’s keep the little country we have left the country	8/8/2024 11:44 AM
89	Our cities can't pay for the infrastructure we already have. It is insane to create more liabilities rather than improving and maintaining what we have already built, which is a proven platform for growth.	8/8/2024 11:27 AM
90	The community does not want this expansion-voted it down twice. The roads are not adequate to handle this expansion. Very crowded now.	8/8/2024 11:06 AM
91	Sherwood is already getting crowded with traffic congestion	8/8/2024 10:49 AM
92	I’m not in favor of thr Sherwood West expansion. I am in favor of a Sherwood north or SE expansion. No other towns are encroaching on the west. Save that for a later time. Wilsonville, tualatin, Tigard will want land on north, se. That’s where the focus should be. Traffic can come to the area on i5/& take weight off of 99w	8/8/2024 9:41 AM
93	Conserve the natural areas of our community. Don’t agree with anything else.	8/8/2024 8:53 AM
94	Stop the urban sprawl. You guys are turning Oregon into California stop it	8/8/2024 7:17 AM
95	the growth statistics do not support the need for expansion. There is ample capacity in recent expansion in the area (Cooper Mountain, Beef Bend South and King City Sherwood West is not needed at this time.	8/7/2024 8:30 PM
96	There is no demonstrated need for this; just profit-driven developers. The homes planned will not be affordable because the costs of development and infrastructure of farmland (utilities etc) will be very expensive. Also, they will not create high paying jobs nor be close to jobs for lower income people. There is no supporting evidence in the plan for the alleged 4500 jobs. They are pulled out of the air from a time long before Covid, hybrid work, AI and automation. How many people are really employed by Allison Inn as a "precedent example?" Residents of the proposed homes will need to drive to other places of employment creating even more congestion on already clogged roads that are bottlenecks to get to I-5 corridor. The plan does not take traffic into consideration or the high cost of changing major thoroughfares and building infrastructure. The proposed area is not flat and easily buildable as suggested, there is much protected wetlands. Also, Sherwood has not yet built out other available land including the parcels that were brought into the UGB previously. Also, population growth in Sherwood has slowed while this proposal suggests there is a need for 200% growth. It doesn't meet the criteria for need nor does it adequately demonstrate preparedness for infrastructure costs and demands.	8/7/2024 8:13 PM
97	do not allow this expansion, sherwood is already too expensive and the growth at the edges is not a good idea, build up, no more single family homes allowed and 75% of all new residental should be affordable for people making $60-75,000/year	8/7/2024 4:35 PM
98	Looks like a good plan.	8/3/2024 8:34 PM
99	Like I mentioned on the previous page, I don't like that the traffic study isn't done yet. The intersection of OR 99W and Sunset was at a Level of Service of E prior to the high school being built, and was projected to reach an F. This signal likely has reached a LOS of F now. Also, the Brookman expansion was approved in 2002, and it's been 22 years since then with minimum development (1 neighborhood that has gone in only within the past 2 years, and it isn't complete yet as of August 2nd, 2024). I have not seen a plan on when the rest would be developed as said neighborhood constitutes about a quarter to third of said UGB. As such, the effect on traffic and our natural area has not been fully realized. This also exceeded the 20 year development plan as proposed by what should be included in the UGB. The Tonquin employment area also isn't complete, however since that was approved more recently, it makes since. As the Brookman expansion is primarily housing based, while Tonquin expansion is exclusively job based, and at the pace Sherwood is developing, I believe that expanding the UGB to expand into Sherwood West is too large to accommodate growth for the next 20 years, and I urge a smaller expansion, or preferably, none. These 2 areas I believe contains enough	8/2/2024 11:59 PM

	land for development for the next 15-20 years, especially with Sherwood's track record to delay Brookman's annexation and development. would also like to see a specific plan for housing and transportation (public and auto transportation). I also would like to see a cottage community, as a crossover between high density apartments/condos, and single family low density homes. Also would like to see a plan on schools, as the high school was designed for the Brookman expansion, but not further beyond that based on their arguments in their 2016 ballot measure (I forget the name of said measure). Also where would a new elementary and, if nessesary, middle school be placed?	
100	I support sherwood’s proposal	8/2/2024 12:32 PM
101	The city of Sherwood is growing at a rapid pace, most families move here for the schools and the environment. I'd like to see better options for affordable housing, however the fees and permits that come with this do not match this goal. I also would like to see the city plan for this expansion better than how they built Brookman and the High School. Having a new high school that does not have sewer and has been delayed is not an efficient plan and I would hate to watch them continue to run into these road blocks. It would be better to engage with a more sophisticated panel, like the city of Wilsonville when they planned and built Villebois. I also think it would be good to have a roundtable discussion with medium sized and national builders.	8/1/2024 12:35 PM
102	They need expanded area to expand commercial areas to provide more jobs for the residents of Sherwood to reduce travel time for the residents. They are developing one huge shopping area at 6 Corners and Old Town, but not providing any small neighborhood commercial shoppin areas.	7/30/2024 9:01 AM
103	the plan is well thought out. it has been in the works for years and asher wood is ready and willing. It is whetenthenUGB should be expanded	7/30/2024 7:17 AM
104	4,500 jobs, what type of jobs, and are they sustainable?	7/29/2024 9:37 AM
105	I question whether it is truly necessary for Sherwood to convert all those acres from rural to suburban use.	7/28/2024 8:38 AM
106	Too small. We need more. Time to start thinking big about how we create new cities, new city centers, new homes. We need this but we need more than this now.	7/25/2024 7:23 PM
107	I’m in favor of development around the high school. Housing and mixed use should go into the surrounding acreage.	7/24/2024 5:38 PM
108	This is a fabrication. Expansion here will not be affordable in the long run. Build more housing in areas already within Portland.	7/24/2024 7:34 AM
109	Our family approves expansion on Kruger Road above Sherwood High School for the purpose of housing, mixed use developments to support the residents of the community.	7/23/2024 9:24 PM
110	Just build more densely, don’t expand. The city goes from forest grove to Sandy already, it doesn’t need any more sprawl	7/23/2024 8:57 PM
111	I’m in support of this plan because it enables the growth needed and keeps the community and neighborhood design that makes Sherwood unique. It also allows for employment opportunities that is needed.	7/23/2024 8:33 PM
112	I don't buy that there's enough demand for new suburban housing to actually support this proposal. This sounds like more wishful thinking from a jurisdiction that loves its suburban sprawl. Expanding the UGB to create new housing on the farthest corners of the region purpetuates the worst car oriented development that will result in more carbon emissions, less farmland, and more suburban infrastructure that the city can't afford to maintain. The fact that the planning began in 2015, predating the middle housing infill reforms, indicates to me that the City of Sherwood already has no desire to moderate the worst kind of car-only development in the region. I encourage Metro, on the basis of the data in the urban growth analysis, to decline to expand the UGB.	7/23/2024 6:44 PM
113	This is not needed. Money is the reason this is being pushed	7/23/2024 6:22 PM
114	What is planned and what gets done are different things. But what is ruined happens first and what is not done is last. Planners are not realists and dont give excrement about what happens to individuals. This is not future it is invasion of now.	7/23/2024 3:26 PM

115	I do not think the plan adequately integrates mixed use and comercial space with spaces people actually live	7/23/2024 3:20 PM
116	Sherwood has always been known for its scenic farm and agriculture areas outside the city limits. It is important to keep that way of life in tact. Several land owners have livestock and crops that will be negatively affected by the increased traffic and pollution by putting roads through. Please keep the trafffic flow on Elwert by improving the existing road, instead of diverting traffic north, ruining the creek/wetlands and agriculture areas.	7/23/2024 2:20 PM
117	The concept plan represents the planning committee's desires, and many citizens and community groups oppose the expansion.	7/23/2024 12:12 PM
118	The City of Sherwood's plan is much too large and is predicated on population growth figures which are wlidly inaccuarte and self-serving. This area is not growing as it was when the concept was first developed and it needs to get in line with current forecasts and trends. The very nice, but VERY expensive example of relying on inaccurate numbers. We now have a current enrollment of 1,704 students. The high school has a capacity of 2,400 students. The forecast for enrollment for 2032 is 1,530 students. It is obvious the figures used to support the building of the school were inaccurate and it has caused our community to spend excessive amounts of money needlessly. It should have been a smaller school. And similarly, the City's current plan should also be scaled back to reflect CURRENT numbers of population and growth in this area. And until such time as there are no possibilities for development with the UGB, farmland should remain untouched. You can't eat a house.	7/23/2024 11:49 AM
119	The area is losing residents. There's no reason to extend the growth boundary. Gentrify downtown instead of ruining natural landscapes and destroying more farmland.	7/21/2024 9:02 AM
120	Maintain urban growth boundaries and increase density	7/20/2024 9:13 PM
121	I actually totally disagree that the urban growth boundary should be expanded at all. We must build densely within existing urbanized footprints.	7/20/2024 7:41 PM
122	The proposal gets a lot of things right. The biggest piece missing is a comprehensive plan for transit in the area. I think the number one priority for the new area should be on reducing VMT for daily errands by providing good bike paths and walkable 15-minute neighborhoods. This is something that is easier to control at this stage in the planning. However, people will want to get out of their neighborhood to access amenities, and there are not very many options for how they will do that. This makes living in the area less accessible for people with disabilities who cannot drive (like my own father) or younger people who cannot afford a car.	7/20/2024 9:49 AM
123	The UGB is one of the defining features of the region, and continuing to add sprawl instead of efficiently using our existing resources is regressive and backwards thinking. Please reject this proposal and encourage upscaling existing development and lands in already underutilized lands within the UGB.	7/19/2024 2:09 PM
124	This is the definition of car-dependent sprawl and should not be allowed.	7/18/2024 10:23 AM
125	The City of Sherwood is not making the best use of already developed area. Too much space is devoted to driving cars, parking lots, and car centric behavior. No further expansion should be considered until the current city of Sherwood is fully integrated within our regional transit infrastructure and people are able to reliably commute between the downtown Portland core and Sherwood town center.	7/17/2024 11:19 PM
126	I am very glad to see mixed use and higher density development in an area outside the city center! I hope this area surrounds a school that walking and cycling to school is a easy and safe, as well as the preferred modes of traveling to school.	7/17/2024 6:51 PM
127	This is an absolutely terrible plan !! The roads can’t handle the cars, the schools are over crowded, crime is on the rise THIS IS PURE GREED. 🛑Provide service for the people that are here, stop trying to line the pockets of already rich developers!!!!!!!!	7/17/2024 6:09 PM
128	See my earlier comments about how I think the plan is baloney and only is more of the same.	7/17/2024 2:24 PM
129	This plan creates too much low density housing. This kind of housing is not what we need to be creating to increase affordability in our region. This expansion will create an exclusive neighborhood that is only for the rich. We need more NW 23rds not more Lake Oswegos.	7/17/2024 9:23 AM
130	I do not support the expansion plan for Sherwood. Simply a land grab for easy development. Requires minimum planning and effort in a goal to just throw up more houses near the new high	7/16/2024 8:50 PM

	school. There needs to be more consideration for walkability in the town and utilizing the current space to create a tight city with an actual community. Do not continuing splitting the town on both sides of 99	
131	The proposal is too prescriptive in terms of land use. The long-term vision should focus on identifying placement of public infrastructure (roads, water, sewer), delineation of plots and parcels, and locating of public and environmental resources such as parks and other habitat/wetland areas. The market for housing, industrial or commercial areas should drive the development of plots for these uses. This will permit the maximum amount of flexibility into the future. I also see that no representative from TriMet was involved in the Technical Advisory Committee. We need to ensure that future growth areas are suitable for transit service, both in terms of operations (can the bus actually get through here efficiently) but also in terms of whether the land use is mixed enough and density high enough to support a bus line.	7/16/2024 8:38 PM
132	The City has made two concerted efforts to plan for this area. The City provides for a variety of housing, but it's harder to develop multi-family as the Council and PC prefer single-family housing. If the City can commit to achieving the densities prescribed within their proposal, they should be able to expand.	7/16/2024 4:56 PM
133	This expansion appears to be well thought out, and should be welcomed in the region. It is sad that the Sherwood West proposal is the only one.	7/16/2024 9:06 AM
134	We need it - but I’m afraid of what it is going to do to our small town.	7/16/2024 8:13 AM
135	Sherwood needs to do a better job of creating low income housing.	7/16/2024 8:00 AM
136	The survey is one-sided and useless. It is like asking whether you would prefer to be killed by poison or hanging. There is no compelling reason to do this. Sherwood does not consider current minimal population or job growth estimates. Negative responses are not considered or minimized. Public involvement was just scripted lip service. Example...open house. Vote on your preferences. "None of the above" was not an option. This is only about MONEY, tax for the city and money for developers (and a few land owners who may profit).	7/15/2024 8:47 PM
137	I do not believe this is a good idea and do not recommend it.	7/15/2024 7:54 PM
138	This is sad and horrible!	7/15/2024 6:48 PM
139	Having previously lived on the outskirts of Sherwood, I don't support the expansion: Big houses, high incomes, lack of diversity in housing and people (it's where Northern Californians relocat to be part of the nascent wine culture). You can't buy a house for less than $500K . It's lovely, don't get me wrong, and we need more high-income sprawl NOT. Its an incredibly homogenous community. No-let's see how the Roy Rogers annexation turns out first.... and what in gods name are you going todo about the traffic. Tell Sherwood they can annex once we have light-rail to Tigard.	7/15/2024 6:47 PM
140	Yes	7/15/2024 5:30 PM
141	Too much traffic. Need public transportation!	7/15/2024 5:14 PM
142	Without a westside bypass, how will existing and increased traffic access freeways?	7/15/2024 4:05 PM
143	The city of Sherwood is biting off more than it needs. The majority of people in our area are NOT for this unnecessary expansion. I am not against growth for our city, but to attempt to increase it by 42% at the expense of family farms, wineries, and forested areas is an affront to our country-like community.	7/15/2024 3:37 PM
144	those choices of three in the above question are tough! All are important so I am not necessarily committed to my choices. I think the Sherwood expansion is appropriate.	7/15/2024 2:17 PM
145	Approved	7/15/2024 1:19 PM
146	This is Sherwood West is simply more sprawling expansion that is auto-centric and auto-dependent. The housing "mix" merely gives this an acceptable veneer. Where is mass transit? Upzone areas close to mass transit. Do not put single family development and multi-family development on the outskirts of the UGB. This sprawl, plain and simple.	7/15/2024 1:16 PM
147	I do not support Metro overtaking the small quaint town of Sherwood!	7/15/2024 1:14 PM
148	This should not be approved. Sherwood, Wilsonville, and Tualatin are currently in the process of wasting one of the largest industrial sites already within the UGB by each separately	7/15/2024 1:04 PM

	seeking development, often on small, 10 acre parcels. At a time when some think the region needs more large industrial parcels, these jurisdictions are wasting a huge area, already within the UGB, that should be developed as a single unit. Consequently, giving Sherwood more land for any purpose is like rewarding them for bad behavior. Fundamentally, if jurisdictions are doing a poor job with the land they have, they shouldn't ever qualify for additional urban land. Metro needs to find a way to be firm, clear, and consistent. Right now it seems to be afraid of its shadow.	
149	Don’t let it be as awful as the development on schools and Roy Rogers. It’s so ugly and dense and doesn’t have services like grocery stores.	7/15/2024 12:44 PM
150	If you build it, they may or may not be able to afford it. Factor in housing costs before building more housing. Build up not out	7/15/2024 12:42 PM
151	Sherwood proper needs to allow apartments. As an affordable housing developer, I can tell you they are not friendly to multifamily inside the original downtown core where increased density makes a walkable community.	7/15/2024 7:29 AM
152	There's already too much growth in this area.	7/15/2024 6:36 AM
153	I am not well informed but want a full size library branch in that neighborhood.	7/14/2024 5:41 PM
154	The mixed employment area near Elwert/Scholls-Sherwood looks like a recipe for warehouse/data center blight and traffic.	7/14/2024 4:00 PM
155	Metro can’t even manage Roy Rodgers and Tualatin Sherwood Rd. as it is. Adding 3,000+ homes is just foolish and an obvious tax grab and money scheme by developers.	7/14/2024 3:39 PM
156	Leave agricultural land, green spaces and wetlands alone. Plant trees in already developed areas. Limit growth to areas with established city water supplies and leave all wells and groundwater areas out of development. Keep manufacturing and all big business ventures out of Sherwood. No data centers or any polluting influences of any kind.	7/14/2024 3:29 PM
157	Please see my thoughts on the Sherwood West Project in my previous comment. The Lebeau and connected Edy road project is unnecessary and will impact the residents of this area as well as the environment negatively. Wineries in this area are concerned with the potential negative impacts that developing this area will have. This area is home to many creatures that will be further pushed out and harmed due to this plan. Sherwood needs to have some natural areas maintained and I hope we will not lose what makes Sherwood beautiful so that others can profit. Tualatin-Sherwood road has been developed so much and is an embarrassing eyesore for our community. Please do not strip every piece of beautiful land and turn it in to a soulless development. I am very much opposed to that portion of the Sherwood West plan. Those that presented this plan did not discuss their intentions with residents of the area and have lied to Metro about the support for the plan.	7/14/2024 2:24 PM
158	Stop the Sherwood West development. The rural community that is a risk does not get to vote for Sherwood City officials who have made the choice to ask for expanding. We DO NOT want this to go in to effect. We don't want to lose our farms. We don't want to lose our land. We don't want to lose our trees. This is not necessary for Sherwood. We don't need to expand, we have other options. This would be a huge negative impact to the native plants trees and eco system that thrive in this area. We didn't need to bring that large of population and business that close to the wild life refuge. This needs to stop. The community on Lebeau Rd do not want this.	7/14/2024 12:02 PM
159	I believe that this proposal does not meet the goals of the region. To start, the proposal does not state whether there will be added transit to the region, or whether bike infastructure will be included. Combined with the fact that a large portion of the housing area that will be developed is planned to be low density means the newly developed area will just be more car dependent sprawl, as many of these new residents will have no other choice but to drive. The portland region does not need more cars driving through the area and commuting between work, home, and other activities, as it is known how bad cars are for our enviornment. More cars commuting from sherwood will also mean more traffic through the southwest area of the portland region, which already suffers from congestion around the I-5 corridor and a general lack of density and transit access. After looking over the area closely with satelite imagery through google maps, it is clear that sherwood has plenty of land to infill and add density, especially near the only 2 trimet bus lines serving the region. Through redeveloping various seas of parking lots, and empty plots of land, I believe the city of sherwood already has	7/14/2024 11:44 AM

	options to develop land and add real density where it matters, instead of continuing to develop urban sprawl as is evident by the contents of the proposal.	
160	No more expansion. Keep and maintain what is already in Sherwood. Creating more housing in not a solution	7/14/2024 10:51 AM
161	The city of Sherwood has not demonstrated a need for this large of an expansion plan. Land recently added to the UGB for commercial development has not been completed, so why would the city of Sherwood even more land for this purpose?	7/14/2024 10:30 AM
162	Too many homes!!! Please stop!!!	7/14/2024 10:27 AM
163	No more growth. We are being squeezed and traffic is horrible.	7/14/2024 10:15 AM
164	This is a poorly planned, unneeded, and irresponsible amount of growth in a region that is surrounded by and supported by active agriculture and farming land. Sherwood hasn't even fully developed the land on the East side of the city for commercial use, but says it needs additional land for increased tax revenue. This commercial land that is currently in the plan is for manufacturing, which is more geared toward robotics and mass production, with few employees, rather than employment of several community members to benefits the community. This proposal exposes the area to more pollution, environmental toxins and exposures and will damage existing agriculture, farmland, and natural space. Please reject this proposal in its entirety.	7/14/2024 10:10 AM
165	Way too much low density housing and needs more of a wetland buffer. Needs more commercial and shops by the high school for kids during lunch.	7/14/2024 9:29 AM
166	I think Metro should institute minimum density standards. Density before expansion.	7/14/2024 12:10 AM
167	The proposed infrastructure funding plan is vague at best. Relying on SDCs and "outside"funding is insufficient. No expansion should be considered until there is a concrete committed plan for the infrastructure funding.	7/13/2024 11:09 AM
168	The amount of proposed mixed use are is extremely small but this type of planning can be more beneficial for the city. With current plan it just increases sprawl and carbon footprint.	7/12/2024 11:46 PM
169	I just want to emphasize that the Portland area needs to focus on creating more density and creating spaces that are focused around building an enjoyable community. In my opinion, this would be through walkable and bikeable areas alongside spaces were the community can gather without the need of cars. This will maximize the efficiency of the space and take big steps towards addressing climate change issues. We should do this with current spaces within metro area limits rather than expanding outward, leading to more sprawl which is bad	7/12/2024 8:20 PM
170	I am against it.	7/12/2024 6:15 PM
171	My neighbors and myself are in favor of expanding into the Sherwood West reserve. There is very little farmers in the 1,291 acres. We are right above the new High School and there needs to be more growth.	7/12/2024 1:16 PM
172	The inclusion of mixed employment is a welcome one but I must restate that such space should not be made to cater to large retailers and must be kept for local small businesses, as I have stated earlier, mixed use zoning is imperative and although included it lacks slightly, as well as the amount of low density neighborhoods are too high. Something else I have also not seen anywhere is a lack of cars, although this may fall outside the scope of this proposal pedestrianized areas that restrict or exclude cars are a key part in making mixed use areas enjoyable and in encouraging biking and walking	7/12/2024 7:36 AM
173	Hopefully achieved home numbers are at the high end of the figure if not exceeding it. We do not need unnecessary sprawl.	7/12/2024 12:25 AM
174	If new urban areas are claimed from existing undeveloped land, these areas MUST be high density and transit oriented. These areas should discourage automobile transit. Reference Utah City. However, the best solution is to NOT expand urban growth and to preserve undeveloped, natural lands.	7/11/2024 10:35 PM
175	There is no plan to expand MAX or any other high capacity, high quality transit to Sherwood, much less to the expansion area. Shame on you for not even mentioning transit, or regional bicycle network connectivity, in the factors that are the most important to consider as the City, and especially the REGION, consider expansion.	7/11/2024 6:14 PM

176	No more sprawl. Sherwood needs to focus on building over their ridiculously huge parking lots and empty monoculture grass fields.	7/11/2024 4:30 PM
177	Do not expand the UGB and force our marginalized communities further out into the margins of our metro area. This plan has no vision for how people who live here will circulate or travel to jobs outside of this ultra suburban development.	7/10/2024 10:17 PM
178	Sure, allow Sherwood to expand. But don't stop there, let other cities and counties expand too.	7/10/2024 8:33 PM
179	Urbanf growth Shou only expand of housing built is all high density and half the units are reserved for low income families.	7/10/2024 5:18 PM
180	The goals of the region sound great on paper. The primary factors of consideration are whether the plan actually meets those goals, and whether implementation of the plan can result in meeting those goals. How is the proposed expansion region meeting the goal of having 'the option of living close to work' if the industrial area is separated from the large majority of the residential area (including all of the mixed use and commercial area) by the Title 13 conservation land around Chicken Creek? These considerations should at least be addressed by the plan. Additionally, how can we be sure that Sherwood as a city will be able to provide the urban density that our region needs (to meet our goals) when vanishingly little of the city's existing development is dense or mixed use? Sherwood's downtown area is barely two blocks in size. If Sherwood was able to guarantee such development, meeting our region's goals, I would be happy with the plan and its UGB expansion. More housing is more housing, and we need more housing, but we can not just keep expanding with suburbs.	7/10/2024 12:35 PM
181	No one besides the developers that will profit off building more houses/apartments wants this expansion. Please listen to the majority of the residents in Sherwood and DO NOT EXPAND. We're good as we are and the small town feel has already diminished too much even in just the past 10 years. Don't make it worse. We don't want to be the next Beaverton and then Portland. We want to feel safe.	7/9/2024 9:55 PM
182	Sorry I could not figure out how to rank the elements. Not sure I did that right. We should be able to number them 1 through whatever. Always the involvement and engagement of the total community comes first.	7/9/2024 3:48 PM

Q15 Is there anything else that you would like the Metro Council to consider as they make a decision about whether to expand the Urban Growth Boundary as described in the Sherwood proposal?

Answered: 218 Skipped: 147

#	RESPONSES	DATE
1	Consider the voice of the people who have lived and thrived in this area, those voices don't appear to be heard in this matter.	8/23/2024 10:13 AM
2	I do think there needs to be more opportunity for affordable housing . It seems crazy to have a huge high school with almost no houses around it ?	8/22/2024 9:57 PM
3	Slow down	8/22/2024 9:48 PM
4	please consider that the expansion decision should benefit all residents, including those in historically underserved communities, by providing affordable housing and accessible public services. Please also make a decision that will ensure strong environmental protections. It's a lot to balance, and reading the reports makes it clear that this is complicated without any one "answer" to what/how to decide—I think it is most important to make the decision about expansion that will guarantee that these priorities are being worked toward.	8/22/2024 9:45 PM
5	This plan is bad for Sherwood, bad for the Metro area and bad for the future of Oregon and Oregonians.	8/22/2024 7:13 PM
6	Please listen to those who live in Sherwood about what we want in terms of the UGB.	8/22/2024 6:57 PM
7	Leave Sherwood how it is and do not expand the boundary	8/22/2024 6:35 PM
8	There is a plethora of empty warehouses and houses that can be renovated. Do this before taking any more farmland to build more buildings	8/22/2024 6:32 PM
9	No. I think it is a good plan.	8/22/2024 4:41 PM
10	The expansion area intrudes into farmland. The existing/planned roads are already inadequate for traffic transiting the area. McMansions should be restricted.	8/22/2024 1:31 PM
11	Thank you, Metro Council, for listening to the public. I encourage Council to be extremely cautious about expanding the UGB. We should focus on further developing our existing area within the UGB rather than expanding Sherwood at this time.	8/22/2024 11:43 AM
12	If you are going to increase the Urban Growth Boundary in the Shewood area, Please don't approve it all. The area around the enourmous high school would be plenty. That land is already ruined so don't ruin any more.	8/22/2024 10:30 AM
13	Please do not expand urban growth boundaries, when there is so much opportunity for density and walkability in the existing perimeter.	8/22/2024 10:11 AM
14	Yes, making development pay for itself should be required. I don't mean just a one & done upfront fee/SDC. After a developer pays their one-time SDCs, they get to run away with millions of dollars in profit, while the existing residents are left with the traffic congestion (and frustration) as well as the burden of paying for new schools, new roads, new water facilities, new fire stations, and staffing in these new facilities due to the increase in population their development has created. I'd like to remind you that many of us are retired and on modest fixed incomes. "Affordable housing" means more than just the purchase price or cost of rent - it also means not taxing seniors out of our homes. Dramatically increasing our property taxes via bonds and levies is doing exactly that. Instead of giving developers price breaks and incentives, they should only be allowed to build if it doesn't adversely affect the pocketbooks of the existing population in the area. The other critical concern is the environment. As I've mentioned, this is an area with forests of mature trees. We are in a climate crisis, and these trees help us by providing shade, sequestering carbon, preventing erosion, and providing wildlife habitat. When you replace trees with concrete and asphalt, the whole area heats up.	8/22/2024 3:12 AM

	Saying that developers replant trees is a joke, because these tiny little trees with a diameter of your thumb are not even remotely equivalent to the large mature trees they have destroyed in their quest to become even richer. Many neighborhoods in Portland have "heat islands", and the City is trying to plant more trees to combat the rising temperatures - wouldn't it make more sense to not cut them down in the first place? What's even worse, is that they clear the land then set what they've cleared on fire! There is a property on Scholls-Sherwood Rd & Elwert Rd that has burned every day for months at a time. The property is very close to the Tualatin National Wildlife Refuge.	
15	The mixed employment area expansion into protected upland wetland habitat was done after the public outreach with no community input. The reference to industrial use was not used during public outreach; Only after public outreach was finished. Bringing in the industrial development on the north end of Sherwood West should not occur unless the citizens of Sherwood have a good faith opportunity to weigh in. Before Metro Commissioners decide they should have their staff review the final plan, but also the communications during the various meetings. You will see what I say here is true. The plans for Elwert Road would degrade the regional connector role it serves. Traffic on and off of Hwy 99 has major delays during rush hours. These conditions have persisted for years and will only worsen if all of Sherwood West is brought in at this time. The City and County need to improve the capacity of Elwert Road, and it's Hwy 99 connection before adding so many homes.	8/21/2024 11:19 PM
16	don't do it, don't do it, this is the opposite of what we are supposed to be doing.	8/21/2024 8:19 PM
17	The concept plan proposed described a mixed employment zone, which included, industrial use, that was not advertised untill after the public outreach peroid was complete. It is not fair, or reasonable, to state the residents of Sherwood are in agreement with industrial zoning in the northern region of the proposed expansion. During the public outreach of the Sherwood West concept plan, mixed employment was represented as a mix of office, light industrial, and flux space. However, after public outreach, the need for industal manifacutring has been a major emphasis of the plan and further dialogue. It is not a good faith statment to suggest that residents of Sherwood are informed of the expansion plan, let alone support industrial use of the aforementioned land.	8/21/2024 6:39 PM
18	Consider who is pushing for this concept - voting citizens or developers and city officials? Follow the money and you'll see. Last survey showed over 80% of voters did NOT want this.	8/21/2024 5:59 PM
19	Consider the impact it will have on current plans to make walking, biking, and transit a more viable alternative to driving.	8/21/2024 4:59 PM
20	Sherwood overbuilt their high school and now the operating and maintenance costs are more on a per student basis than projected. Don't make the same mistake with the UGB expansion, scale it to meet current needs and reflect recent data. This expansion size may have made sense with the growth from 2000 but it doesn't now. You will be trading a vibrant and valuable agricultural area into a land speculator's dream.	8/21/2024 4:31 PM
21	Oregon is a unique state due to its urban growth boundary and early efforts to preserve the beauty and productivity of agriculture. Every time the growth boundary is usurped we loose a little more of that unique quality.	8/21/2024 3:54 PM
22	I would encourage the Council to really consider is it necessary at this time to bring so much land into the UGB, given the data provided on slower population growth than expected and adequate light industrial already available in the UGB. Please tell the city to go back with a requirement to reconsider smaller parcel at this time and to have a more comprehensive traffic study done in conjunction with WA county and ODOT on what the impact will be to our roadways before allowing this much growth to be approved.	8/21/2024 3:11 PM
23	Don't do it. It can't pay for it's own maintenance in a few decades just like Portland can't now. You can achieve all those goals by building denser in the existing UGB. Something other than suburbia might even make Sherwood worth visiting.	8/21/2024 2:42 PM
24	Metro states the "Urban Growth Report" will document whether more land is needed. After a brief review of the Executive Summary, I did not see an answer to this question. Is more land needed? Evolutionary growth planning is required to enhance and maintain the quality of life in a metropolitan area. Sherwood's proposal is Revolutionary, NOT evolutionary. Given recent slowing growth trends, it seems wise to grow gradually, minimizing the occurrence of un-intended consequences. Thank you for your time and consideration.	8/21/2024 11:23 AM
25	Land developers and politicians. Somebody is getting greased.	8/21/2024 8:44 AM

26	Sherwood is asking for to much land.	8/21/2024 7:17 AM
27	Single family homes or 10k+ square foot lots.	8/20/2024 11:42 PM
28	The size of the requested expansion is not supported by facts and the City of Sherwood should be asked to reevaluate the expansion request and right size it to suit the true growth potential for this area.	8/20/2024 7:59 PM
29	Sherwood is a small town and the projected future population growth in no way reflects what is proposed in this expansion. Hundreds of homes are currently being built and retail locations sit empty as retailers have left the area. Sherwood needs to revitalize its existing areas before trying to grow.	8/20/2024 6:37 PM
30	Holly ochoa, Steve ford, and I are all interested in working with Sherwood planners to bring in our 20 combined acres for mixed use and or housing.	8/20/2024 6:28 PM
31	Think long and hard and don’t be swayed by paid consultants who will benefit from growth	8/20/2024 5:09 PM
32	once its gone its gone	8/20/2024 5:00 PM
33	Push back against the people who’ve got there’s and want to limit others.	8/20/2024 4:53 PM
34	Preserve the few remaining farms, green space, access to the outdoors.	8/20/2024 4:30 PM
35	Please see my comments above. The proposal is a wild overreach and should be denied in its entirety.	8/20/2024 4:23 PM
36	Please listen to the Sherwood Farm Alliance. We have presented facts that conflict what city leaders and builders are promoting. We DO NOT have the roads and infrastructure to support this massive increase in acreage into the UGB. Our land is too precious to pave over with the amount of housing suggested, and metros own projections of growth are SIGNIFICANTLY lower than the projections of the city. Just check out the numbers they said we were going to grow for our new high school just a few years ago, the growth numbers were way off base. We built a massive high school that is not at full capacity, and affected all of our taxes and we are still paying off all the infrastructure for that, I think the average Sherwood resident cannot support another massive build in our area that makes the builders rich and leaves the city residents to come up with money for more schools, more roads, more infrastructure and also destroys our beautiful land, thank you	8/20/2024 4:19 PM
37	Do not expand and thereby put further pressure on existing Title 13 refuges for wildlife. Current forest land should be preserved, not destroyed by replacing it with houses.	8/20/2024 4:16 PM
38	We were very involved in the 2016 Concept Plan that the City of Sherwood completed prior to the current Concept plan. It was very evident that the City had an agenda both for the 2016 concept plan and the current concept plan that while they promoted community input, despite hours of involvement, we saw little to no interest on the City's part to make any concessions or listen to the small farm owners in the area being considered. They went through the motions of "listening" to opposing interests, but there was really no interest in farm/wine/small woodland farmers interests. We provide jobs too. We bring in income that contributes to the benefit of all through our taxes, but we are not big enough to be considered as worthwhile contributing members to our community and it is better to bulldoze our properties than to allow farming/winery/woodland enterprises to continue in this area.	8/20/2024 4:00 PM
39	Please reject Sherwood proposal to expand the UGB.	8/20/2024 3:56 PM
40	Don't expand it. Enough land in current boundaries to meet needs for many years.	8/20/2024 3:56 PM
41	Available lands for housing, and SDCs, could be the single biggest driver(s) for affordable housing. The laws of supply & demand are not broken, and housing is too expensive in Oregon!	8/20/2024 3:43 PM
42	Listen to the home and property owners who will be most impacted by the permanent loss of agricultural land as well as the lack of existing roads and infrastructure costs that will impact the community.	8/20/2024 3:02 PM
43	Listen to the local citizens and what they have to say. Read the Save Sherwood West concerns.	8/20/2024 11:03 AM
44	I am STRONGLY OPPOSED to the expansion of the UGB as proposed by the City of Sherwood.	8/20/2024 9:56 AM

45	East-West transit/transportation connections, especially to Oregon city. If Sherwood was built as a denser TOD node, then it could help the region develop as a less congested grid.	8/19/2024 6:16 PM
46	develop existing land in the UGB, we will not be able to utilize an expansion, and it is a waste of money, resources and the environmental impact will be irreversible	8/19/2024 12:50 PM
47	Consider transit planning.	8/19/2024 12:08 PM
48	Expanding the urban growth boundary is a horrible idea. We need to build more housing in the land that is already a part of the UGB. We have plenty of room already. The urban growth boundary is already too large in my opinion.	8/18/2024 11:25 PM
49	I beg everyone at Metro considering this, don't let Sherwood have this land. We've already lost the kindness here, we don't need to further it with a larger population.	8/18/2024 10:42 PM
50	Eh, what’s the point. The Boomers are going to do it regardless. This process is a formality :-)	8/18/2024 9:29 PM
51	We should continue following the growth trends that allowed this area to become so unique in its development. Strong growth boundaries and ensuring walkable, inviting, and friendly places are what make the Portland area a destination, not sprawl	8/18/2024 3:47 PM
52	Don't violate the integrity of the UGB to satisfy the poorly zoned single family housing suburban expansion of Sherwood.	8/18/2024 2:29 PM
53	Density, public transit	8/18/2024 2:28 PM
54	Metro and The City of Sherwood work for us not the other way around. 70% don’t want it. Why can’t you respect the wishes of the vast vast majority of citizens!	8/18/2024 2:15 PM
55	I'd like you to consider WHY you need to expand the UGB in an area with limited growth expectations where there are no projected shortages in available space for the next 20 years? And why you need to do it in the direction of farmland?	8/18/2024 1:24 PM
56	Do not expand the UGB.	8/18/2024 1:13 PM
57	I like the plan. I know there is an opposition group but there are those of us that support the plan too	8/18/2024 1:08 PM
58	Sherwood has space for more density instead of further sprawl.	8/18/2024 12:51 PM
59	The 2040 Growth Concept Plan has been a failure. The regional centers and town centers it envisioned have almost universally not been built out. Metro needs to create a new regional plan that has very prescriptive rules for cities, and has actual mechanisms built in that ensure development happens as planned. We have a dire housing shortage, and we need to take it seriously. We have had these UGB expansions every few years for decades now and it hasn't been enough to end the shortage because the problem isnt a lack of land! The problem is and will continue to be that cities enforce apartment bans, take many months to get out permits, and charge 10s of thousands of dollars in SDC and permit fees. Reject this plan and get to work solving the actual underlying issue.	8/18/2024 12:01 PM
60	Please consider the type of climate impacts, fire risk, and transportation challenges that will accompany this proposal. Cookie-cutter suburban tract homes is not the type of housing that will be climate resilient. Please think better of this status quo proposal. We need a course correction for the better. Please vote to deny this application.	8/18/2024 11:33 AM
61	Think about the whole picture…and the impact on the land.	8/18/2024 9:42 AM
62	Our city leaders are not listening to its citizens. YOU MUST listen to us. We do not want this here!	8/18/2024 7:51 AM
63	Does Sherwood really need to look like phoenix?	8/18/2024 7:24 AM
64	I don’t think Sherwood is ready to expand the urban growth boundary	8/18/2024 1:17 AM
65	We need more housing in the entire region! Allow land owners and developers more freedom to meet the needs based on a free market.	8/17/2024 2:51 PM
66	I was offended a little bit at the Council presidents comment that we only have three people of color at Sherwood high School. I would encourage her to come visit us for our Diwali festival,	8/17/2024 9:15 AM

	or our moon lantern festival to see the hundreds of people from Sherwood who are attracted here because of our good schools.	
67	Our schools and roads are at max capacity already. We are already developing several areas with houses and industrial/commercial buildings. Sherwood needs to stop, study, and evaluate the impact before bulldozing ahead with more development to the detriment of our farms and wildlife.	8/17/2024 8:35 AM
68	Please, please do not allow this to happen. Our children are already in classes of 30+ kids, we don't need more crowding. We enjoy our small town and will be forced to leave if this happens.	8/17/2024 8:08 AM
69	Leave as is	8/16/2024 11:11 PM
70	Less multi unit housing	8/16/2024 9:56 PM
71	Sherwood doesn’t need to become another Beaverton. Is there a real need to turn Sherwood into a crowded traffic congested mess?	8/16/2024 9:37 PM
72	When deciding such a significant proposal please make sure and challenge when in doubt, that the local representatives have taken all prudent measures to insure they fairly represent their communities.	8/16/2024 4:35 PM
73	Sherwood city council has lied to you. There was no input from the residents already living in sherwood west. You are proposing something that no one wants and no one needs. We love the farmland and agriculture of our area. New residents will be very upset by the air cannons that are used during harvest season to keep the birds away. So it is clear to me you don't live here and haven't visited here or you would know this.	8/16/2024 11:49 AM
74	Expansion is not only about creating jobs and financial gains for Sherwood. We need to think long term and how adding 4,500+ homes will impact the environment, traffic, and crime. Let's keep the "small town" charm of Sherwood. Do not expand the Urban Growth Boundary.	8/16/2024 7:48 AM
75	Vote this in and you get voted out. This is dumb. We don't need it and the people here don't want it.	8/14/2024 1:11 PM
76	Our taxes are already high and would increase more. Our schools are already understaffed. Farmland is disappearing.traffic is a nightmare. People working in Sherwood can’t afford to buy in Sherwood.	8/14/2024 6:30 AM
77	A 41% increase in the size of Sherwood. It is excessive, unnecessary, wasteful of rich farmland, will increase traffic congestion, and your property taxes.	8/14/2024 5:36 AM
78	I am 100% opposed to the extension of the urban growth boundary. Communities need to work together to address the growth issues. Just because Portland can’t manage their growth/population and drug crisis (that they created) doesn’t mean that this county should accommodate future growth. Stop the expansion to the west and make the current communities support their population	8/13/2024 10:10 PM
79	Expansion of the UGB to the sherwood west would be detrimental to forests, waterways, farmers and farmland. This concept plan runs within distance of wineries and MAJOR forests that literally help keep the area more natural. The carbon footprint of this many people would not be healthy and 99W including Roy Roger's and ELWERT cannot sustain this. Look at Wilsonville with Villebois and I5. The traffic will be horrid. We live in Sherwood because of the beauty, the farmland the wineries and the community. This community is SMALL for a reason and the people here like it this way. The back of Bull mountain is expanding rapidly and Roy Roger's cannot take all this traffic. Please reconsider because this will not be a beneficial choice for waterways, forests, animals, farmers, residents and the environment. Thankyou. Sherwood resident.	8/13/2024 9:04 PM
80	Consider how the farmers are going to be impacted and the small town, neighborhood feel that people in Sherwood take pride in as well as the heritage. Think about how the nature isn't going to become just miles of houses and industrial complexes	8/13/2024 8:03 PM
81	stay out of sherwood	8/13/2024 4:49 PM
82	traffic to/from sherwood from surrounding cities is already terrible and this will only get worse and add to that as well!	8/13/2024 3:33 PM
83	Do not expand the UGB	8/13/2024 2:00 PM

84	When will the Urban Growth boundary stop being extended? When is enough is enough? Do you want Sherwood to end up like Beaverton? What about food supply when farms keep vanishing into the boundary?	8/13/2024 1:00 PM
85	Just remember who or what is being affected by your decisions and how hard they are to take back.	8/12/2024 6:15 PM
86	The pendulum will eventually swing. Start expanding the UGB's before the voters turn on you (only a matter of time)	8/12/2024 5:35 PM
87	Bus and biking lanes where possible	8/12/2024 4:48 PM
88	Less people less traffic Less large shopping centers	8/12/2024 10:04 AM
89	I feel like the crime rate that is almost impossible to enforce right now needs to be considered. More people means more crime. And if we can't take care of the problems we have now then we shouldn't add to them. That's just basic common sense	8/12/2024 7:28 AM
90	Stop sprawl. We have a very fertile valley and need to grow food.	8/11/2024 10:50 PM
91	Please don't ruin the rural natural beauty of our community.	8/11/2024 8:17 PM
92	CLEAN HOMELESS CAMPS. LIMPIEN Y ERADICATE LOS CAMPOS DE HOMELESS. Es el mayor problema de vivienda en Metro Portland.	8/11/2024 2:36 PM
93	It's needed! We need more housing options for the growth of the town	8/11/2024 11:21 AM
94	Traffic. Safe walking paths	8/11/2024 10:33 AM
95	The only real long term fix to help reduce homelessness is the expansion of the UGB. When it comes down to it housing is a supply and demand issue. Government regulation and boundaries reduce the supply.	8/10/2024 11:51 AM
96	Do not expand the UBG	8/10/2024 10:41 AM
97	Not at this time.	8/10/2024 7:43 AM
98	Expand the urban growth boundary to allow more homes with yards. This high density pack them and stack them is ruining our livability. Roads are congested and it's UNREALISTIC to believe we will give up our cars.	8/9/2024 6:12 PM
99	Industrial land should have a 7% or less slope.	8/9/2024 5:54 PM
100	Respectfully request that Metro Council consider tabling the proposed Sherwood UGB expansion plan, and require the City to reconsider its explansion goals and desires and submit a revised plan after having more meaningful input and working partnerships with affected landowners living and/or working the land within their property.	8/9/2024 11:31 AM
101	Please don't do it, too many people at present is causing dangerous traffic situations. High speeds and too much congestion on country roads not built for this volume of traffic. Too many accidents have already occurred and if Metro does not take this into account Metro will be legally responsible for future accidents and needless deaths. Study the traffic on the surrounding country roads, you will find this to be true.	8/9/2024 7:04 AM
102	Please do not expand into the country. Getting closer to ny house every year.	8/8/2024 9:08 PM
103	Just say no	8/8/2024 7:50 PM
104	Sherwood is the last smaller scale town close to I5 and we do not have the capacity to grow anymore. Traffic is already awful and we don't have the space to expand any longer.	8/8/2024 2:00 PM
105	The urban reserves were so designated to account for urban growth boundary expansion in the region. Sherwood has completed a plan for one of those designated urban reserve areas, demonstrating how it could be developed and served with utilities and governance. Metro Council should approve the UGB expansion request, finding that Sherwood has met the requirements of the Metro Urban Growth Management Functional Plan and has put forth a plan to help provide needed jobs and housing to our region.	8/8/2024 1:13 PM
106	The more time these processes take and the more complicated and prescriptive the results are, directly relates to a higher cost of land and for meeting future housing demand and employment needs.	8/8/2024 12:08 PM

107	We have lived in Sherwood for 22 years. We will soon be in a home too large for us. We would like to stay in the community we helped build, but there are no single housing 55 and older neighborhoods, preferably gated. AND they will be small homes that most likely are unaffordable. Chew on that!	8/8/2024 11:48 AM
108	I have lived in Sherwood for almost 30 years. During that time it has blown up, we are losing the small town feel we used to have. Please help keep us from growing anymore west and explore other opportunities. Keep what little beautiful country we have left just how it is.	8/8/2024 11:47 AM
109	Please don't do it.	8/8/2024 11:28 AM
110	If possible slow the expansion down. With slowing population growth & other areas expanding, infrastructure that is inadequate, this should not go forth as is. We want to preserve an Oregon life style, not become California.	8/8/2024 11:10 AM
111	No	8/8/2024 10:50 AM
112	Added info in previous page	8/8/2024 9:43 AM
113	Do not do this to Sherwood!	8/8/2024 7:19 AM
114	My ask of the Council is quite simple. Follow the outlined legislation, purpose and protocol for 20 year outlook for UGB expansion requests, and Follow the Facts. The Sherwood West Concept Plan may appear to be an impressive package; however it represents the view of politicians and commercial developers and not a demonstrated need for more developable land.	8/7/2024 8:32 PM
115	Metro has the power to protect Oregon from urban sprawl. The plan does just the opposite of that and without data to support any demonstrated need or realistic achievable benefit.	8/7/2024 8:15 PM
116	do not allow sherwood to expand the ugb, there are many places already in the region that has opportunities for additional jobs and residential growth	8/7/2024 4:36 PM
117	I hope Roy Roger's Road does not get overwhelmed. I work in Elmonica and live in Wilsonville, and during the afternoon commute, it is faster than taking I-217.	8/3/2024 8:38 PM
118	See main essay on my criticisms, but otherwise I'll mention neighboring communities each had UGB expansions in the past cycle (King City out to Roy Roger's Rd, and Wilsonville with Frog Pond) that have not been developed yet, providing more area housing needs. In addition, a mid cycle swap in benefit of Tigard, taking acres from Damascus, adds additional housing land, making additional growth unnecessary.	8/3/2024 12:03 AM
119	There are zero amenities (stores, restaurants, gas stations, etc) in that part of town. Please make developers include those in their plans. I understand the land in this area is expensive, and the more houses they can squeeze into an area, the more profit they make, but it’s counterproductive to the sense of community that all these surveys speak so much about. Please don’t force an entire town’s with of new residents to drive to 99W/Sherwood Blvd or 99W/Roy Rogers for everything. Provide these basic services for these residents closer to their homes.	8/2/2024 3:27 PM
120	Although I think that Sherwood has the right mindset with keep the goals of the state in tact with the chip manufacturing, it seems like they are behind on timing. I feel like there are better areas with freeway access for transportation, if they build out the land off of Roy Rogers as employment/industrial it seems like there's limited future growth beyond this. I would recommend areas like Hillsboro, Tualatin, and Wilsonville. I think that was a bad planning part on Sherwood and the panels.	8/1/2024 12:39 PM
121	I did not answer about the Sherwood proposal as I am not in that area. However, I did indicate my overall preferences for what should be considered in UGB decisions.	7/30/2024 7:46 PM
122	There are a lot of small acreage lots with housing already on them and I would expect most of these lots would not be available for development for more than twenty years from now. There is also farming activities going on in the area, that do not appear to be available for development in the near future. There appears to be no real adequate plan for future transportation, water and sewer, and electricity, that will adequately serve the current area, let alone any future expansion.	7/30/2024 9:09 AM
123	The west side has such heavy traffic due to the extensive growth, I hope the new streets are accommodating of this reality.	7/30/2024 8:24 AM

124	Sherwood has a comprehensive plan and they know what is best for their city. Lattititide should be given to incorporate city objectives. There is too much top down planning.	7/30/2024 7:20 AM
125	Need to have Development Pay for itself. Putting new infrastructure on the backs of current residents is not acceptable. Develop and dash ,leaving "us" to pay for fire, police, schools, etc. part of the Development Ponzi scheme we are still buying into.	7/29/2024 9:42 AM
126	Let's not eat up more rural land unnecessarily. Instead, let's focus on greater density within the existing urban area.	7/28/2024 8:39 AM
127	Housing is unaffordable. Do not accept that the west coast needs to be expensive. We made it this way. We need a reset. We can and should set our goal to be more affordable than the Mid-West. Build more housing. All kinds of housing.	7/25/2024 7:25 PM
128	I'm strongly in favor of expanding the UGB as described in the Sherwood proposal. Long overdue!	7/24/2024 5:40 PM
129	Please look at the assertions of the City of Sherwood with a critical eye. Throughout the public outreach process they have often used vagueness and begged off serious concerns with a statement of it being to early in the process to make detailed plans.	7/24/2024 4:09 PM
130	Move to California if you want sprawl. Seriously, this is so irresponsible of you.	7/24/2024 7:36 AM
131	Our family has owned property in Sherwood for more than 100 years. We love the area and are thankful that METRO and the City of Sherwood planners are carefully considering options.	7/23/2024 9:29 PM
132	Denser	7/23/2024 8:58 PM
133	I have followed the preliminary work done by the city of Sherwood and believe they have captured the needs of the community and this expansion will make Sherwood stronger and provide more "Sherwood Quality" community around the High School and green land areas. Sherwood is unique and we'd like to see more people have the opportunity to be apart of this great community.	7/23/2024 8:41 PM
134	Just don't do it. I know there's a lot of pressure from developers and right-wing politicians to eliminate the UGB, but it has served us so well. Give the new middle housing and other infill opportunities a few years to show whether, as the growth projections suggest, they will provide adequate places to develop new housing that is more suited to achieving the region's climate and lifestyle goals.	7/23/2024 6:47 PM
135	Look forward. The future doesnt call for this	7/23/2024 6:25 PM
136	Stop it. Look at your own life	7/23/2024 3:29 PM
137	The several decades of suburban expansion since the Highway boom have definitively shown us that sprawl does not creat good communities, much of what made this region great and unique has been torn apart by Highway expansion and our main goal should be to fill the void left in its wake, expanding the growth boundaries would be contrary to that	7/23/2024 3:25 PM
138	If growth continues out in farm and agriculture areas, you will find one day there will no longer be berry picking, fresh eggs, pasture raised meat, flower farms and wineries, that people love to venture out to. You will also create a traffic nightmare by putting commuter roads where livestock live and tractors and other machinery will share those same roads.	7/23/2024 2:24 PM
139	The current untenable traffic problems. The adequate amount of buildable land within the current boundary. The financial interest in builders dominates the planning proposal, not the majority of citizens.	7/23/2024 12:17 PM
140	Please give credence to the comments of the public. Don't let the developers rule or community. They are here for the profit, we live here.	7/23/2024 11:53 AM
141	I would like to see more incentive provided for increasing transit options. Considering Sherwood's location within the Greater Portland Area, I imagine the increase in UGB will result in a increase in automobiles on the roads. Can there be a way to ensure an increase of transit options as part of the increase in UGB?	7/22/2024 6:10 AM
142	The area is losing residents. There's no reason to extend the growth boundary. Gentrify downtown. Leave the surrounding wilderness and farmlands alone. You're bought and sold by developers so I don't even know why I'm filling out this stupid thing.	7/21/2024 9:04 AM

143	I. The greatest asset to the Portland area has not been and will never be humans or anything made by man, but the natural bounty provided us all by the Earth. II. If we cannot live beautifully, why should we live at all?	7/20/2024 9:02 PM
144	Please never expand urban growth boundaries. Encourage density within existing urbanized footprints. Vastly expand public transit. Stop widening freeways. Fund housing as a human right.	7/20/2024 7:43 PM
145	Thank you for reaching out for opinions,	7/20/2024 10:44 AM
146	Make sure developers are legally on the hook to live up to their obligations instead of flaunting their disregard of the rules.	7/18/2024 9:47 PM
147	n/a	7/18/2024 12:06 PM
148	This proposal is the definition of car-dependent sprawl and should NOT be allowed.	7/18/2024 10:24 AM
149	We need more housing for seniors- single level, accessibility features.	7/18/2024 6:22 AM
150	Cycling, walking, and transit should not simply be options but the preferred mode of transportation around a new neighborhood such as this.	7/17/2024 6:53 PM
151	I hope you know how much of a transparent Money Grab this proposal is. Couched in disarming political jargon. The proposed expansion is in an area that struggles to support the residents as is. Highway 99 and 217 are virtual parking lots 80% of any day. Growth without sufficient infrastructure is irresponsible bordering on nefarious.	7/17/2024 6:18 PM
152	Unless the development pattern requires reuse and redevelopment of existing built areas first, while providing space for parks and natural areas, the expansion effort is based on false pretenses.	7/17/2024 2:26 PM
153	Stop building up over our beautiful land. This is the reason so many of us moved here.	7/17/2024 2:06 PM
154	We need more NW 23rds not more Lake Oswegos. If cities want to expand they need to do so in ways that allow for more mixed housing and not restrict the expansion area only for the wealthy.	7/17/2024 9:25 AM
155	I’m gonna be so real with yall. I come from Texas, and while they have a lot of draconian social laws, they know how to build housing — fast. Which is why housing costs are so cheap compared to here. While I don’t want 20 lane highways or single family suburbs everywhere, approving more land at a faster pace to build housing can change the game. Please approve the Sherwood proposal and continue expanding the boundary piece by piece.	7/16/2024 11:23 PM
156	I think it’s probably most important to consider the nearby communities and the transportation issues. I won’t be affected at all by this given where I live and I no longer own a car. Hopefully, adequate transit will be accessible to these new residents	7/16/2024 8:52 PM
157	Sherwood is a desirable city to live in because of its charm. This expansion would take away some of that charm and spread the city further apart instead of building it together creating more community	7/16/2024 8:51 PM
158	Does Metro conduct any evaluation (or require this of the applicant cities) to determine if this is the highest and best use of this area of the urban reserve, and/or whether there is not another place within the urban reserve that is better suited for an expanded UGB (even if it's in another city)? It seems misguided that cities apply for UGB expansion, instead of Metro determining where and when they should occur.	7/16/2024 8:43 PM
159	The roads that people will use to come and go from the new area. The roads already don’t support the population.	7/16/2024 6:32 PM
160	As a regional government, I believe that Metro Councilors have a responsibility to go out and talk to communities about the vision the Metro Council has for them and to listen to community feedback where they are. Decisions at Metro are made with City and County staff attendance in morning meetings, but they should attend evening meetings with Councils and Planning Commissions to hear the citizens sides of the stories, not at Metro. My opinion.	7/16/2024 5:01 PM
161	If you plan for decline you will likely achieve it.	7/16/2024 9:07 AM
162	Better increase of diversity at Metro in the team.	7/16/2024 8:01 AM
163	Just say NO, there is no reason for it. Approving this sprawl is not what METRO is supposed	7/15/2024 8:52 PM

	to be doing.	
164	Please clean up the trails at Mount Talbert Nature Park. So much poison oak and we need to do gymnastics to avoid it when hiking.	7/15/2024 7:57 PM
165	Sad to see our farm la d go to waste, we will never have that fertil land back ever again	7/15/2024 6:50 PM
166	I'm really proud of Metro and the UGB. Let's keep moving, and do it thoughtfully and slowly.	7/15/2024 6:48 PM
167	Make sure to preserve wildlife habitat and include good solar and other renewable energy options	7/15/2024 6:00 PM
168	Prioritize affordable single family housing and safe and affordable public transit.	7/15/2024 5:23 PM
169	More public transportation. More parks and trees!	7/15/2024 5:15 PM
170	I vote for no growth, Mother Nature thanks you	7/15/2024 4:41 PM
171	Please consider the desires of the people who call Sherwood home. You only need drive down Roy Rogers Road and see the abomination of development there to understand our intense contempt at the idea of those developers getting any closer to our bucolic countryside and beautiful rural setting. A 42% increase in the size of our city is unnecessary and unwarranted. Construction of this size will be a burden to all who live in the area for years to come.	7/15/2024 3:47 PM
172	Expand the boundary the maximum amount possible! The region needs more single family homes-thousands more homes!	7/15/2024 3:03 PM
173	Our land use laws have served us well, and has strong support. Going forward, we need to be flexible to address opportunities as they arise, and act far faster.	7/15/2024 2:20 PM
174	Again, don’t mix residential with working farm ground. Example, Roy Rogers Rd, one side now high density residential and the other ACTUAL working farm ground.	7/15/2024 1:39 PM
175	Thanks	7/15/2024 1:20 PM
176	Don't encourage expansion of the UGB under the disguise of affordable housing. In-fill and up zoning in close-in locales can solve the housing needs and address traffic and transportation issues. With all the expansion, where will we be in 20 or 40 years? Sprawl is not the answer no matter what it is called. Smart in-fill and upzoning development makes sense -- especially given the aging demographics. The new single-family neighborhoods will be empty areas in 30 years. Thank you.	7/15/2024 1:20 PM
177	Metro needs to remember that UGB amendments can't be undone, and that the UGB is about the only truly effective growth management tool in the US today. Consequently, what Metro does with the UGB is central to its success as a regional government. Metro needs to embrace this critical role and lead publicly to build understanding and support for probably the only thing that it does that has true and lasting value and impact. In addition, Metro needs to work with its jurisdictional partners to maintain, revise and needed, and publicize its vision for the region. Today, the 2040 Concept Plan is now 30 years old. Metro has ignored it's fundamental role as regional planner for way too long. That vision is out of date, unknown, and not authoritative. Metro has been given the opportunity to lead with vision, but it has insisted on doing nothing of the sort. For too long, Metro leaders have insisted that no more planning is necessary while ignoring the plans and vision that it has. Further, plans only represent the consensus of the moment they were adopted. Keeping plans and visions alive is an ongoing responsibility. It require work and commitment, and Metro has provided neither. If Metro doesn't want the UGB savaged by self-interested development forces, then it needs to frame the UGB by something larger. Metro has completely failed to do that, and the result is the kind of result we saw in the last Legislative session where Democrats, led by Governor Kotek, championed UGB amendment actions that would fundamentally make Metro, and this process, irrelevant. In addition, while Metro Councilors name-check climate as a major concern, they do nothing. They continue to push for highway expansions, and they have done nothing to update the 2040 concept to reflect concerns for climate and carbon emission reduction. Frankly, the emperor, in this case Metro, has no clothes. But Metro certainly like what it sees in the mirror. Please get real! Stop playing games with the region's future and get to work, particularly on the things Metro is uniquely charged with. Time is flying and you are not in the game.	7/15/2024 1:17 PM
178	I do not support this at all! Fix downtown Portland first!	7/15/2024 1:15 PM
179	No more concrete jungle. The traffic is HORRENDOUS around here. Too many cars and new	7/15/2024 12:50 PM

	crappy homes.	
180	Wilderness spaces are important for so many reasons, especially as climate change will be making urban life even more warm and unbearable in the future. I'd rather see Metro use the space already allotted to it than paving over even more land.	7/15/2024 12:44 PM
181	Fewer parking lots, less sprawl, more dense housing, narrow freeways and add tolls, more bike paths	7/15/2024 10:36 AM
182	Quit allowing land waste with huge estates. Focus on density and cleaned up safe transit and bike paths.	7/15/2024 7:31 AM
183	No	7/15/2024 6:09 AM
184	Please don't expand. The city has plenty of room for development inside city limits. In addition king city has already expanded and is working on developing a large residential area just down the road.	7/14/2024 6:17 PM
185	Thanks for asking	7/14/2024 5:42 PM
186	Approve it	7/14/2024 5:16 PM
187	Don't let existing Sherwood residents vote down UGB expansions that are needed to help the region accommodate growth and affordability.	7/14/2024 4:02 PM
188	Just like with the Brookman Rd expansion I believe the council will push this through, regardless of your employers, the voters.	7/14/2024 3:43 PM
189	Prefer to not include Sherwood in the urban growth areas.	7/14/2024 3:30 PM
190	Please do not approve the Sherwood West Plan.	7/14/2024 2:25 PM
191	Light rail expansion on the 99 corridor	7/14/2024 12:48 PM
192	I reject the proposal. I think it’s important to keep farmlands and keep this city a somewhat “country” suburb. Tigard and tualatin are close enough and are incredibly overdeveloped. We don’t want Sherwood so overdeveloped. No one moved to Sherwood wanting it to end up like Tigard or tualatin.	7/14/2024 12:16 PM
193	This is not the right thing to do. When this was first proposed in 2015 it was a 50 year plan. Here we are 9 years later and they are moving forward full speed. We all were against this in 2015 and we still continue to be apposed now. Do not allow the sheriff expansion. With the expansion of King City it's already going to bring a huge influx of people, cars and business to this Sherwood area. We don't need more. We need land to grow food. We need trees. We need space for wild animals. This can not happen. As rural residents of Sherwood we can't vote on elected officials that make the choices that effect us and not those in town who do get to vote. Please let our voices be heard. We do not support this expansion. This is the only way we can be heard.	7/14/2024 12:09 PM
194	Do not expand Sherwood’s urban growth boundary	7/14/2024 10:52 AM
195	The city of Sherwood residents voted a resounding NO for expansion - 86% rejected this expansion plan. We are not willing to fund such expansion when we already added land into the UGB an poor planning as led to a waste of resources and ag land (massive high school that tax payers are having to pay for)	7/14/2024 10:32 AM
196	Resources are already scarce in rural Sherwood. Please don’t exacerbate that.	7/14/2024 10:29 AM
197	No more growth in Sherwood. We are being squeezed.	7/14/2024 10:16 AM
198	Metro should consider the city of Sherwood’s blatant rejection of the wants and needs of its residents and bordering residents. We have demonstrated over and over to the city and metro, that this expansion is both unneeded and unwanted. Much of developed Land within city limits sits vacant, neglected, and unused. Metro And the city of Sherwood should be protecting precious farm and agriculture space, rather than promoting urban sprawl. Please reject this proposal.	7/14/2024 10:14 AM
199	Schools cannot take any more students. Please consider grocery shops being better accessible. Growth isn’t always best.	7/14/2024 9:47 AM
200	Less low density housing. And how will Trimet serve this area?	7/14/2024 9:30 AM

201	For the love of god please get housing prices under control!	7/14/2024 8:21 AM
202	There needs to be infrastructure already IN PLACE before you expand. The 2020 bald peak fires are an excellent example of why we need to be prepared BEFORE you expand. This one incident required the involvement of many multi agencies and could have resulted in a much larger devastation and loss of forest, wildlife, domestic/farm animal life and human life if the plane dropping fire retardant wasn't diverted from Hagg Lake fire to Bald Peak.	7/14/2024 8:13 AM
203	Increase density and transit, anticipating future climate refugees.	7/14/2024 12:11 AM
204	The city has a lot of un unused or poorly used areas and they can be transformed to a better place like broadway corridor that solely adds over 1000 homes. This type of development should be a focus of the council.	7/13/2024 12:02 AM
205	Rather than building more outside of the UGB, let's focus on creating better spaces on the land that's already allocated. Densify current areas, we don't need to increase sprawl more.	7/12/2024 8:21 PM
206	Please consider the climate and the environment and understand that gasoline cars and infrastructure that prioritizes cars is killing us in heat waves. Please consider these very serious factors and look at Europe and Asia.	7/12/2024 6:16 PM
207	This expansion should have already happened before the School was built in 2015 - Newberg, Or has updated their area and we are left behind and deal with their traffic to Hillsboro.	7/12/2024 1:24 PM
208	Sherwood has the right ideas in mind with mixed developments and alternative transportation but they need to take them further, transit being extended into Sherwood west should also be explored as it's distance from the other bus lines would make access difficult and in the largest proposed area of lower cost housing in Sherwood those living in Sherwood west may be those most dependent on transit	7/12/2024 8:12 AM
209	I can't stress enough how important it is to preserve nature and avoid suburbs.	7/12/2024 8:04 AM
210	Future mass transit expansions, leave room in regional plan to allow for cheaper future expansions.	7/12/2024 12:26 AM
211	Preserve natural lands at all costs. Build up, not out. Increase density, disincentivize personal automobile ownership & provide clean, renewable public transit. Smaller urban boundaries increase access to nature for all, decrease fossil fuel emissions and preserves ecosystems. The Pacific Northwest is supposed to be a bastion of sustainability, let's live up to it.	7/11/2024 10:39 PM
212	I grew up in both Newberg and Tigard (divorced parents). I saw Sherwood go from some fields to what it is today. It sprawls a lot more than it needs too, and driving to there and through it is miserable. I'm nervous about continuing to focus on roads instead of public transit, and if we want housing to be affordable and Sherwood to be accessible to folks, it needs to move away from single family homes. Thank you	7/11/2024 7:03 PM
213	You really messed up in expanding Happy Valley without planning to run high capacity transit to serve it. You doubled down on this error by trying to run an expressway to serve the area, instead of transit. Now, you're on course to repeat your mistakes in Sherwood. Are you stupid, or just corrupt? Don't do it. Stop yourselves before you offend again.	7/11/2024 6:16 PM
214	Do not expand the UGB. No more freeways. No car dependence.	7/10/2024 10:17 PM
215	Please do what you can to encourage mixed-use transit-oriented density throughout the metro region, thanks.	7/10/2024 12:38 PM
216	Please don't expand the urban growth boundary in Sherwood. Our town has reached its limits.	7/9/2024 9:57 PM
217	Yes! The greatest consideration should be given to the plan and proposals from the local community.	7/9/2024 3:51 PM
218	no	7/9/2024 3:20 PM

Q1 What do you most want to see preserved as greater Portland continues to grow?

Answered: 340 Skipped: 25

#	RESPONSES	DATE
1	Portland and Oregon needs to keep our lands preserved, the farmland, the natural areas, and the like. There's been far too much expansion, with virtually no consideration to infrastructure. It's become so bad that I will likely move out of Oregon as the traffic is untenable. Areas like Bull Mountain and the expansion west into the Scholls area are disheartening and honestly depressing to witness. As someone who moved from Tigard to Sherwood to escape the rampant influx and horrendous planning, I'm fearful of what your plan is for Sherwood and beyond.	8/23/2024 10:06 AM
2	Parks and rec area	8/22/2024 9:51 PM
3	Farmland and rural areas	8/22/2024 9:44 PM
4	I most want to see our green spaces and parks preserved, ensuring that all generations can enjoy the natural beauty and outdoor opportunities that make Portland unique.	8/22/2024 9:42 PM
5	Farmland	8/22/2024 9:38 PM
6	Farm land	8/22/2024 7:24 PM
7	Our agricultural land!	8/22/2024 6:57 PM
8	Open space, farm land, landscape views	8/22/2024 6:51 PM
9	Mass transit	8/22/2024 6:46 PM
10	Farm land	8/22/2024 6:44 PM
11	Farm land, country roads, small town feel, less traffic,	8/22/2024 6:29 PM
12	Farmlands and fields	8/22/2024 6:28 PM
13	Partnerships across different levels of government, the private sector, and non-profit organizations.	8/22/2024 6:06 PM
14	Farmland	8/22/2024 4:57 PM
15	The Old Growth Timber 200 year plus trees	8/22/2024 4:38 PM
16	Ag land.	8/22/2024 1:13 PM
17	Farmland	8/22/2024 11:42 AM
18	Compact city (easy and quick to get from one side of the city to the other). Preservation of nature outside the city. Close proximity to nature.	8/22/2024 11:39 AM
19	I would like to see farmland and trees preserved. Everytime a developer comes in and develops land into $700K homes (not affordable to true Oregonians only california transplants) he cuts down 100's of large mature trees and plants one the size of a charlie brown christmas tree and calls it good	8/22/2024 10:11 AM
20	Our natural and rural areas.	8/22/2024 10:08 AM
21	Farmland and forest	8/22/2024 2:52 AM
22	Habitat for wildlife	8/21/2024 11:09 PM
23	As Portland grows I would like to see the beauty and charm of existing neighborhoods protected. Too often decisions are made which prioritize currently popular political priorities which end up trampling over the livability of existing neighborhoods.	8/21/2024 10:52 PM

24	Farmland, access to nature, a relatively compact city, lack of suburban sprawl, relatively low traffic congestion.	8/21/2024 10:47 PM
25	Tress and water quality	8/21/2024 9:32 PM
26	affordability	8/21/2024 8:16 PM
27	The natural beauty of Oregon should be preserved. It is also important to preserve wildlife habitat and local agriculture. Given global climate change Oregon wine country is anticipated to have large growth in industry in the upcoming future. Preserving land where this local agricultural can flourish is imperative. Protecting the water shed is also important, given the many threatened species that live in the surrounding area.	8/21/2024 6:06 PM
28	Farmlands and natural areas	8/21/2024 5:50 PM
29	The natural lands surrounding the city.	8/21/2024 4:55 PM
30	Livability. This includes affordability, connection to nature and lack of traffic congestion.	8/21/2024 4:22 PM
31	Livability and agriculture. The urban growth boundary is designed to protect farm land and preserve the livability of our state and it should be allowed to work as intended.	8/21/2024 3:40 PM
32	Continue to protect green spaces and saving older homes instead of developers coming in and bulldozing them down. incorporate more of these in newer developments. Seeing the high-density houses go in with little to no regard for trees, green space is making our area look every other area in the country instead of preserving the history and natural beauty of our state.	8/21/2024 2:58 PM
33	Preserve green spaces, prevent sprawl, increase density	8/21/2024 2:35 PM
34	1: Free Choice of how to pursue happiness, including where to live. 2: Rural acreage close to, and within greater Portland, that protects both natural and economic characteristics.	8/21/2024 10:54 AM
35	farm lands and wildlife.	8/21/2024 8:33 AM
36	Farm land	8/21/2024 7:10 AM
37	A good quality of life. Enough schools and jobs and roads to support the number of new homes being built. And preservation of the natural landscape.	8/20/2024 11:35 PM
38	Public green space Pedestrian and bike friendly community centers	8/20/2024 7:43 PM
39	Parks. Concerts, high quality establishments	8/20/2024 6:24 PM
40	Farmland and green spaces	8/20/2024 6:21 PM
41	I want to see farmland and natural areas continue to be preserved.	8/20/2024 6:19 PM
42	Green spaces, protected habitat areas	8/20/2024 5:00 PM
43	farm and forest land	8/20/2024 4:55 PM
44	Rural farmlands	8/20/2024 4:53 PM
45	Larger lot sizes	8/20/2024 4:49 PM
46	wildlife habitat, farmlands.	8/20/2024 4:48 PM
47	Farmland, green space, horizon lines.	8/20/2024 4:25 PM
48	Farm land and outdoor spaces	8/20/2024 4:20 PM
49	Productive farmland	8/20/2024 4:18 PM
50	PRESERVE Farmland, more density housing in areas already in the UGB, not increasing growth being driven by developers but SMART GROWTH	8/20/2024 4:10 PM
51	Protection of Title 13 areas in the form of small tree farms and woodlots where wildlife has take refuge, including creeks and wetlands.	8/20/2024 4:03 PM
52	Farm Land, open space, environmentally sensitive Areas	8/20/2024 3:52 PM
53	farmland, wild animal habitat, forests	8/20/2024 3:52 PM

54	Farmland, wineries, forests and parks	8/20/2024 3:46 PM
55	Green Space	8/20/2024 3:46 PM
56	Substantial wetlands & navigable water ways	8/20/2024 3:31 PM
57	Preservation of agricultural land and open space. The loss of agricultural land is disproportionate to the need for growth and expansion with industry. The focus should turn to using already developed urban land before expanding into precious agricultural areas.	8/20/2024 2:53 PM
58	Quality of life	8/20/2024 2:01 PM
59	Greenspace	8/20/2024 1:47 PM
60	Our farms, vineyards, our trees and affordable housing.	8/20/2024 10:54 AM
61	Green space and open land (used as natural reserves and agricultural areas)	8/20/2024 9:44 AM
62	Rail transit rights of way	8/19/2024 6:09 PM
63	farmland and country acreage preserved	8/19/2024 12:45 PM
64	Preserved nature, less sprawl	8/18/2024 11:22 PM
65	The current urban growth boundary boundary	8/18/2024 10:17 PM
66	Agriculture land.	8/18/2024 9:24 PM
67	Agricultural resources, our natural spaces, and our planet. Sprawl consumes more farm land, more natural habitats, and creates exponentially more GHG emissions which will destroy our planet.	8/18/2024 8:37 PM
68	Natural spaces	8/18/2024 8:30 PM
69	Slow it down, big housing developments with out the infrastructure is horrible. Take for instance, the high school the walk way across 99 3 years after the school opens. Someone had to get hurt before they did something . Now it’s just a cluster, and drop off one way in , one way out. I’m sick of the lack of common sense that goes into planning.	8/18/2024 7:01 PM
70	Farm land and green spaces near our urban centers.	8/18/2024 5:10 PM
71	Our green space and lack of sprawl. Part of what makes this area great is the density and strong urban growth boundaries that created the cities in the Portland area.	8/18/2024 3:42 PM
72	Keeping Sherwood a small town, single family homes and not apartments and condos.	8/18/2024 3:25 PM
73	Natural and agricultural land.	8/18/2024 2:37 PM
74	Farmland, keep the UGB in tact.	8/18/2024 2:25 PM
75	Our lush green spaces and forests	8/18/2024 2:25 PM
76	Keep the current UGB and grow through infill housing	8/18/2024 1:35 PM
77	Farmland & trees.	8/18/2024 1:21 PM
78	Honestly, as someone who has lived in Sherwood for 15 years, calling it part of "greater Portland" in the first place is offensive and concerning. What I want to see preserved for *Sherwood* is that the small town and surrounding farmland does not get sucked into the crime, homelessness, drug use, and other blight infecting Portland proper.	8/18/2024 1:20 PM
79	The existing UGB.	8/18/2024 1:11 PM
80	Nature and valuable farmland	8/18/2024 12:49 PM
81	Farmland - use the old and empty buildings before allowing to build more.	8/18/2024 12:29 PM
82	Farmland and forest.	8/18/2024 11:27 AM
83	Farm land	8/18/2024 10:00 AM
84	Farm land and better infrastructure to handle the growth, BEFORE you grow anymore!	8/18/2024 9:40 AM
85	Farms, woodland areas, and small town atmosphere.	8/18/2024 7:48 AM

86	Rural farm land	8/18/2024 7:19 AM
87	Agriculture, farmland, forestry. Repurpose or demo existing old buildings and land that is wasted within the current boundaries.	8/18/2024 7:08 AM
88	Parks, farms, Open space	8/18/2024 6:28 AM
89	Nature, trees, fields	8/18/2024 1:08 AM
90	farmland	8/17/2024 8:46 PM
91	Affordable housing and access to parks, state parks, green areas, etc	8/17/2024 2:48 PM
92	I value the variety of outdoor activities.	8/17/2024 9:10 AM
93	Farmland and forest	8/17/2024 8:27 AM
94	Farmland	8/17/2024 8:02 AM
95	Keeping urban sprawl limited, maintaining natural lands especially wetlands and wild habitat.	8/17/2024 5:18 AM
96	Forest and farm land	8/16/2024 11:03 PM
97	We need more space. We are ruining life for the majority in order to appease the few, often very wealthy. UGB is not a great thing.	8/16/2024 9:55 PM
98	Rural spaces and limiting growth of surrounding cities	8/16/2024 9:31 PM
99	Quality of life and open spaces. Putting high density homes in areas without transportation options will lead to excessive congestion.	8/16/2024 4:23 PM
100	Safe, clean and robust communities living in harmony with open protected spaces	8/16/2024 4:23 PM
101	Agricultural land that makes the area what it is. No more packed together houses with no character.	8/16/2024 11:44 AM
102	farmland, natural spaces, lower traffic	8/16/2024 7:35 AM
103	Water & air quality.	8/15/2024 1:41 PM
104	Green space…parks…small produce farms	8/15/2024 12:15 PM
105	Farmland and scenic beauty	8/14/2024 1:08 PM
106	Fertile Farmland, natural habitats and forests.	8/14/2024 7:01 AM
107	Farmland, which is why I bought in Sherwood 20 years ago	8/14/2024 6:25 AM
108	Farmland	8/14/2024 5:31 AM
109	I would like to see farmland and the farming communities around Portland continue to thrive. Adding additional sprawl will not allow Oregonians to continue to thrive as ranchers, farmers and country folk. It changes the landscape and ruins what makes Oregon great.	8/13/2024 10:06 PM
110	WINERIES , AND FARMLAND IN SHERWOOD OREGON.	8/13/2024 8:58 PM
111	Our green spaces are quickly disappearing and being replaced by industrial buildings and high density houses. It is having an impact on different industries, air quality, congestion and more. We are building faster than we are growing trees and it is sad to see. Oregon is beautiful because so much of nature has been protected, at least until recent years.	8/13/2024 7:54 PM
112	farmland	8/13/2024 4:45 PM
113	Family farms	8/13/2024 4:06 PM
114	Sherwood and surrounding farm land areas so that there is retained access to local fresh farm products.	8/13/2024 3:46 PM
115	rural areas, farms, wineries, parks, natural areas	8/13/2024 3:29 PM
116	Less density in building. More single family homes instead of apartments.	8/13/2024 1:58 PM
117	Old growth tall trees, all greenways, wetlands, natural habitat, waterways, farmland, open fields.	8/13/2024 12:55 PM

118	Land as mark twain said " buy land they aren't making it anymore" Meaning it's hard to get back the land that is absolutely needed for farmers who have a hard time as it is to grow food for our community and wildlife plus the more homes the more pavement ie more heat and less country.	8/12/2024 6:13 PM
119	Livable neighborhoods with yards.	8/12/2024 5:29 PM
120	old trees, convenient public transit	8/12/2024 4:56 PM
121	Parks, recreation, libraries, and open spaces and agricultural land free from future development	8/12/2024 4:44 PM
122	Less people less traffic	8/12/2024 10:01 AM
123	I want to see land, farms, and agriculture preserved	8/12/2024 7:23 AM
124	Condense cities save farm land, Forrest and open spaces	8/11/2024 10:45 PM
125	Farmland and wilderness areas - please protect Oregon agriculture	8/11/2024 8:32 PM
126	Preserve green spaces in Sherwood. Oregon’s public perception is lush greenery, and yet everywhere I look in my community the green is systematically removed. It’s ugly and heartbreaking.	8/11/2024 8:15 PM
127	Árboles, parques zonas verdes. Tree, nature rich parks, more trees.	8/11/2024 2:32 PM
128	Farmland, rural spaces, forests	8/11/2024 10:27 AM
129	The availability of single family detached homes to a wide range of homeowners. Surveys continue to say young people still desire home ownership and the changing needs of baby boomers are not being met.	8/11/2024 8:18 AM
130	Our farm land! I have lived here all my life (57 years) it truly makes me sad to see Metro being hijacked by developers. The idea of the urban growth boundary was a great vision to keep urban sprawl from ruining our way of life the way it has in so many large cities, but I have seen over the years that the Urban Growth Boundary has increasingly meant nothing. Constantly building is not sustainable. We need to revisit, at the deepest level, why the Urban Growth Boundary was created in the first place and go back to the time when it meant something. When it was used as a tool to continue a high quality of life.	8/10/2024 6:05 PM
131	I would like to see the cost of housing preserved over all other things.	8/10/2024 11:46 AM
132	Protect Farm land	8/10/2024 10:36 AM
133	Agricultural and forest land	8/10/2024 9:58 AM
134	Farm land It is very sad to see so much farm land get swallowed up by large housing developments, and now on Roy Rogers Rd. businesses are taking over farm land.	8/10/2024 7:37 AM
135	Greenspace, single family home neighborhoods, safe parks.	8/9/2024 11:15 PM
136	Single family homes with actual yards	8/9/2024 6:07 PM
137	single family homes	8/9/2024 5:50 PM
138	Open spaces, small farms, and rural lifestyle within the Sherwood UGB area. While growth is necessary to address future needs it must be done smartly and prudently considering all factors and concerns particularly from those directly affected by proposed changes .	8/9/2024 11:13 AM
139	Natural spaces without residential expansion and subdivision creation.	8/9/2024 9:51 AM
140	Natural habitats, green spaces/bridges, farmland, more density less urban sprawl.	8/9/2024 9:32 AM
141	Rural and precious farm land, forest, timber and green spaces including waterways.	8/9/2024 6:58 AM
142	Our roads being somewhat managable with traffic. As a 5th generation oregonian with a 6th gen daughter. The traffic is getting horible.	8/8/2024 9:04 PM
143	Stop building everywhere. Save the trees for weather preservations in the heat. More trees more rain, win win, end the drought. Save wildlife.	8/8/2024 8:18 PM
144	Farmland	8/8/2024 7:45 PM

145	Farm land, forests, and welands	8/8/2024 7:45 PM
146	Forests, wildlife, farmland	8/8/2024 7:28 PM
147	Farmland	8/8/2024 7:19 PM
148	Farmland, wildlife areas, green space	8/8/2024 7:05 PM
149	Farmland. No concrete jungles or suburban sprawl like California	8/8/2024 6:28 PM
150	Keep land as is. No more commercial building	8/8/2024 6:24 PM
151	Trees' and open spaces.	8/8/2024 5:38 PM
152	open farm land and large open spaces for trees and parks	8/8/2024 3:43 PM
153	Farmland and small family run farms	8/8/2024 1:58 PM
154	I'm not sure about preserved per se, but funding provided for parks and trails should be prioritized to maintain green spaces and multimodal transportation options.	8/8/2024 1:04 PM
155	Suitable land prepared for residential, commercial, and industrial use inside the urban area with fewer governmental barriers	8/8/2024 12:02 PM
156	Small town feel	8/8/2024 11:42 AM
157	Land and small town feels	8/8/2024 11:42 AM
158	We need to preserve the quality of life that Portland is known for. Outdoor beauty, healthy local economies, environmental quality.	8/8/2024 11:25 AM
159	Farm lands, green forested areas. Not urban sprawl or mini malls	8/8/2024 11:04 AM
160	Farms	8/8/2024 10:47 AM
161	Open space	8/8/2024 10:12 AM
162	Preserve farmland, do not increase traffic on already broken road infrastructure	8/8/2024 9:54 AM
163	Family farms and farm and forest land	8/8/2024 9:42 AM
164	Open spaces, wildlife preservation	8/8/2024 9:37 AM
165	The love the great non developed area we live in. Metro continues to invade our small country feel. We don’t need more bullying that Metro brings to the table.	8/8/2024 8:49 AM
166	Out beautiful trees and open spaces without city sprawl and tight housing	8/8/2024 7:14 AM
167	Trees, farms, natural beauty, clean air, TRAFFIC CONTROL	8/7/2024 11:21 PM
168	Access to green spaces, forests, natural areas	8/7/2024 8:39 PM
169	Farmlands, open spaces, parks	8/7/2024 8:21 PM
170	trees, nature, farms, agriculture, clean air, no pollution, protect environment	8/7/2024 7:57 PM
171	affordable housing, jobs, community safety, people of color in charge of decisions	8/7/2024 4:34 PM
172	Homes less than 500k with yards greater than 5,000 square feet. I like to garden, but I am not wealthy.	8/3/2024 8:26 PM
173	Strip clubs, porn theaters, a verity of convenience stores	8/3/2024 3:14 PM
174	The rights of farmers & their families, farmland, native plants & trees & wildlife including the protected nesting areas, hunting grounds & migratory routes including aerially. Once forest, farm rural land is paved it can never be restored. There's plenty of opportunities to convert un-used, partially or under-used land, buildings, homes within the UGB to better, more efficiently & effectively house people to be close to jobs, social services & stores & medical services without permanently destroying, compromising & polluting protected, finite and rich 'world class' soil, land or water. Also, with being resourceful, creative & utilizing recently passed regulation, it's possible to prevent the destruction of protected wildlife, native plants & essential tree canopies & conserve the history, beauty, rich soil, farmland, nature & topography of Oregon.	8/3/2024 12:50 PM

175	Natural areas, specifically varied wetlands.	8/2/2024 11:42 PM
176	Existing areas of non-residential community spaces, e.g. restaurants, shops, meeting spaces, gardens, etc., that are a reasonable walking/biking distance from homes	8/2/2024 3:13 PM
177	Parks and trails for the community	8/1/2024 12:31 PM
178	Farm land	7/31/2024 11:31 AM
179	Bigger natural landmarks such as lakes, river beds, and heavily, dense, forested areas far outside the current developments	7/31/2024 8:37 AM
180	Continued preservation of natural spaces such as Metro has been doing.	7/30/2024 7:44 PM
181	nature, forests	7/30/2024 2:53 PM
182	The livability of the area. Which would not include expanding the area without an adequate transportation system. Travel times on I-5 and 99W that include Sherwood have almost doubled in the last 20 years.	7/30/2024 8:55 AM
183	It is sad to see all the apartment buildings being constructed with little or no greenspace planned into the designs. People living in apartments need nature too!	7/30/2024 8:22 AM
184	character in neighborhoods and diverse housing options	7/30/2024 7:14 AM
185	Accessible commercial and residential spaces for people with mobility issues. Affordable housing. More public trash cans. More parking.	7/29/2024 11:37 PM
186	Areas con naturaleza,transportación pública.	7/29/2024 7:21 PM
187	Access to natural areas, close to the city. Green space amidst population growth.	7/29/2024 11:48 AM
188	Stafford Area- A regional Climate Action Plan should be developed. Area is surrounded by 4 of the top 5 greenhouse gas emitters in the region. Stafford is the "ONLY" open space area that would be a GREAT carbon sequestration sink. Council are on board with this.	7/29/2024 9:35 AM
189	green spaces, old growth trees, wildlife habitat, peaceful surroundings	7/29/2024 7:48 AM
190	NO SPRAWL, MORE DENSITY	7/28/2024 12:50 PM
191	Rural areas outside the urban growth boundary. Walkable/bikable neighborhoods within the urban area.	7/28/2024 8:34 AM
192	Natural áreas, forest, farmlands	7/28/2024 8:26 AM
193	I want to be able to leave the metro with a short 20 minute drive. I don't want so much congestion that I cannot leave the city/suburbs in a reasonable amount of time.	7/25/2024 7:17 PM
194	Strong neighborhoods, nice parks for recreation	7/24/2024 5:33 PM
195	Wise planning for growth, taking into consideration needs and protecting farm land and natural resources.	7/24/2024 3:55 PM
196	The opportunity to produce housing as inexpensively as possible to keep housing affordable for all regional residents.	7/24/2024 11:56 AM
197	Our current UGB. Enough sprawl. I left San Diego 16 years ago because sprawl ruined California. Let's not repeat that mistake here.	7/24/2024 7:32 AM
198	Forest/habitat for animals	7/24/2024 12:10 AM
199	Good jobs, all kinds of housing options that are attractive and safe, parks, agriculture and businesses to employ people so that we can manufacture top-notch goods in Oregon.	7/23/2024 9:20 PM
200	Denser development	7/23/2024 8:54 PM
201	Create access to good housing in good neighborhoods. Overall preserving existing neighborhood communities and enabling good communities for the future.	7/23/2024 8:30 PM
202	I want to preserve our region's phenomenally productive farm and forest land, which we have tragically failed to do in the face of exclusionary, detached single family home mandates, particularly though not exclusively in suburban areas.	7/23/2024 6:39 PM

203	Vacant land	7/23/2024 6:19 PM
204	Property rights and value	7/23/2024 3:19 PM
205	The historic human scale neighborhoods left from the old streetcar network, small city blocks, mixed use and multi family housing	7/23/2024 3:14 PM
206	Low traffic around Farm/Agriculture areas, due to animals, crops and machinery.	7/23/2024 2:12 PM
207	agricultural land and nature habitat	7/23/2024 12:06 PM
208	Farmland. We need LOCAL food sources.	7/23/2024 11:17 AM
209	Farmland and rural areas at risk of development	7/23/2024 2:36 AM
210	Environment especially our tree canopy	7/22/2024 3:06 PM
211	I want to see med-high density housing to be prioritized over single family lots	7/22/2024 6:07 AM
212	Natural beauty	7/21/2024 12:16 PM
213	Wildlife habitat	7/21/2024 10:35 AM
214	Green space	7/21/2024 9:49 AM
215	The area is losing residents. There's no reason to extend the growth boundary.	7/21/2024 9:00 AM
216	Urban growth boundaries	7/20/2024 9:12 PM
217	The forests and natural ecosystems	7/20/2024 8:57 PM
218	Our urban growth boundaries should be permanently locked in place. Any growth should occur in existing urbanized land; in other words, densify, densify, densify.	7/20/2024 7:38 PM
219	Public spaces	7/20/2024 10:41 AM
220	I want to continue to see communities that provide great access to natural areas, preferably within a short walk or bike ride for most residents. I think our parks are some of our most valuable resources and they contribute so much to the health of the community.	7/20/2024 9:28 AM
221	Park land and the proximity to natural spaces (farms, forests, etc).	7/20/2024 7:41 AM
222	As much uninhabited natural habitat as possible. Including undeveloped riverfronts and other areas adjacent to waterways. Bring back the wetlands of Portland.	7/20/2024 12:38 AM
223	Natural/green spaces.	7/19/2024 4:15 PM
224	The ability to escape the urban and suburban area in a short distance.	7/19/2024 2:06 PM
225	Washington Park, Forest Park, alongside all of our other parks in Portland.	7/19/2024 12:40 PM
226	Agricultural land should not be re-zoned without the owner paying the net back taxes instead of receiving a windfall.	7/18/2024 9:44 PM
227	Green spaces.	7/18/2024 12:03 PM
228	Farm & forest. No expansion to the UGB.	7/18/2024 10:20 AM
229	Tree canopy, green spaces, floodplains. Tree canopy is the most important.	7/18/2024 6:16 AM
230	Rivers and streams, watersheds, and walking paths that provide access for all	7/17/2024 11:12 PM
231	Green space , fields, undeveloped land!!	7/17/2024 6:04 PM
232	Wetlands, riparian areas, forest tracts	7/17/2024 2:18 PM
233	Our land	7/17/2024 2:00 PM
234	Portland's commitment to creating dense, efficient, and affordable housing where people want to live.	7/17/2024 9:20 AM
235	nature	7/17/2024 1:16 AM
236	Farmland when possible	7/16/2024 11:18 PM

237	Farm and forest areas	7/16/2024 8:46 PM
238	The core downtown businesses and restaurants as well as the neighborhood restaurants and small businesses	7/16/2024 8:44 PM
239	Protect farms, forest, rural areas, quality of life, and our smaller urban footprint	7/16/2024 8:26 PM
240	Green spaces	7/16/2024 6:51 PM
241	Trees and natural spaces	7/16/2024 6:26 PM
242	Natural areas of forest, marshes, and waterways that help absorb lower the intense heat of summer and absorb the extreme rain events we have been experiencing.	7/16/2024 5:52 PM
243	Open spaces, green space.... Just because people want to move here does not mean we need provide it	7/16/2024 12:20 PM
244	Housing Variety and natural resources.	7/16/2024 10:24 AM
245	Police presence/relationships with all community members to keep our city safe	7/16/2024 8:09 AM
246	Parks and Trails	7/16/2024 8:00 AM
247	Low cost homes	7/15/2024 10:34 PM
248	Portland isn't necessarily growing. The growth assumption relies on more in-migration than out-migration, not the case recently. Portland needs to contain and preserve METRO borders. Do not build on more farmland just because it is easy. Re-develop, re-purpose, re-use existing real estate...land and buildings.	7/15/2024 8:39 PM
249	As much forest and wetlands as possible.	7/15/2024 7:50 PM
250	Space for wildlife: safe places for birds, forested areas, wetland, river access, etc. I hate watching wildlife be killed or relocated because we don't leave them space in our communities to live.	7/15/2024 7:17 PM
251	Our small cities and metro to be dissolved	7/15/2024 6:47 PM
252	Portland is a city of neighborhoods - I want that amazing diversity and sense of wonder (one experiences) kept (not preserved - like jam) and CELEBRATED!	7/15/2024 6:41 PM
253	Open spaces, the integrity of old neighborhoods- historic ones in particular, balance of low income to market rate to high end market rate- in other words a balance that includes all demographics, easily walkable and access to shops, schools, work, safety, safe and beautiful public spaces	7/15/2024 5:54 PM
254	Housing affordability and a strong economy	7/15/2024 5:28 PM
255	Habitat and habitat connectivity... keeping the 30 by 30 vision in mind (conserving 30% of the land by 2030)	7/15/2024 5:22 PM
256	Affordable single family housing	7/15/2024 5:19 PM
257	Forest. More TREES!!	7/15/2024 5:12 PM
258	Save the old historic houses	7/15/2024 4:37 PM
259	Safe cities, funded schools, managed traffic flow	7/15/2024 4:03 PM
260	Open spaces, farmland, winery areas, forested areas	7/15/2024 3:31 PM
261	The small town feel of my City (Tigard). I want to preserve the LACK OF homeless camps taking over our streets, parks and public spaces. I want to preserve the conservative values of neighborhoods, family and community vs. ushering in progressive and liberal ideologies.	7/15/2024 3:25 PM
262	Existing oatks	7/15/2024 3:00 PM
263	Our community. I do not want to service homeless in the "greater" area.	7/15/2024 2:52 PM
264	Green space	7/15/2024 2:38 PM
265	balance and faster decision making for UGB expansion	7/15/2024 2:14 PM

266	Old building, architecture and history preserved...	7/15/2024 1:45 PM
267	Existing wild places, farm land and native areas	7/15/2024 1:41 PM
268	DON'T mix farm land with subdivisions…. It's hard enough to farm without traffic making moving equipment harder. And the commuters are so angry at them being on the road….	7/15/2024 1:35 PM
269	Access to parks, forests, trails and biking infrastructure.	7/15/2024 1:17 PM
270	Agricultural land and wilderness. Discourage sprawl and residential that requires automobiles as the primary or only source of access.	7/15/2024 1:12 PM
271	Clean up Portland before spreading outwards to further communities!	7/15/2024 1:11 PM
272	Access to nature, clear difference between urban and nonurban.	7/15/2024 12:58 PM
273	Farm land.	7/15/2024 12:47 PM
274	Forests and farms	7/15/2024 12:44 PM
275	Forests and nature areas to protect animals	7/15/2024 12:41 PM
276	The ability to get outside the city boundaries within a short amount of time. Keep the boundary where it is and preserve the surrounding farmland and wide open spaces.	7/15/2024 12:40 PM
277	Habitat connectivity and opportunities for people to connect to nature close to where they live.	7/15/2024 10:53 AM
278	Urban growth boundary (PLEASE PREVENT SPRAWL!), parks, natural areas, bike paths	7/15/2024 10:35 AM
279	Vibrant, dense urban neighbors, along with green spaces.	7/15/2024 9:56 AM
280	Green space in the form of parks inside the UGB.	7/15/2024 7:25 AM
281	Trees and parks	7/15/2024 6:59 AM
282	Parks, greenspace, forests.	7/15/2024 6:34 AM
283	Middle income housing. Don't expand the boundary for McMansions.	7/15/2024 6:07 AM
284	Vulnerable ecosystems and natural areas.	7/15/2024 12:26 AM
285	Nature, local communities, and parks.	7/14/2024 9:17 PM
286	I want to ensure existing small businesses and minority-run businesses are preserved. I want minority neighborhoods to be preserved and not gentrified or torn down. I want to preserve nature and existing waterways.	7/14/2024 9:11 PM
287	Land. Farm fields. Country. Acres	7/14/2024 7:33 PM
288	Our natural and agricultural land outside city boundaries.	7/14/2024 6:14 PM
289	Green spaces for all	7/14/2024 5:37 PM
290	Water and land	7/14/2024 5:29 PM
291	Community	7/14/2024 5:15 PM
292	Greenways along waterways and ridgelines. Nature parks at major high points. High value agricultural land in WashCo and ClackCo.	7/14/2024 3:55 PM
293	Rural communities and farming communities.	7/14/2024 3:35 PM
294	Less growth, more green space and trees	7/14/2024 3:25 PM
295	I would like to see greenspaces preserved. I want my children to continue to see wetlands and the plentiful creatures that live there. I'd like to see the beauty of our area maintained.	7/14/2024 2:16 PM
296	Green areas, envrionment protected, private forests protected and waterways protected.	7/14/2024 1:53 PM
297	Forests and farmlands.	7/14/2024 12:58 PM
298	Green space.	7/14/2024 12:44 PM
299	Farm lands and agriculture	7/14/2024 12:12 PM

300	I would like to see our growth boundary remain the same, as the region has plenty of land that already sits empty, or ripe for redevelopment.	7/14/2024 11:25 AM
301	Farmland, rural areas, trees I want to keep these small communities small.	7/14/2024 11:24 AM
302	Our small community size of sherwood	7/14/2024 11:19 AM
303	Sherwood as a smaller town.	7/14/2024 11:16 AM
304	Land	7/14/2024 10:48 AM
305	Agriculture and farm land	7/14/2024 10:28 AM
306	Small towns stay small towns. Water in the hills is already becoming scarce.	7/14/2024 10:25 AM
307	Green space, farming communities, small towns	7/14/2024 10:13 AM
308	Farmland, agriculture and green spaces	7/14/2024 10:03 AM
309	Farms.	7/14/2024 9:43 AM
310	Wetland, existing forest, prairie, agriculture.	7/14/2024 9:25 AM
311	Not allowing transients and pan handlers in our nice city. Less small cheap housing.	7/14/2024 8:43 AM
312	Safe and pleasant biking and walking in all neighborhoods. Opportunities for neighbors to be together outside.	7/14/2024 8:17 AM
313	Stop the sprawl. Look to Los Angeles to see the negative affects. There needs to be balance.	7/14/2024 8:06 AM
314	Increase density while preserving existing greenspace	7/14/2024 12:07 AM
315	Green space, forest lands, infrastructure in existing neighborhoods.	7/13/2024 10:53 AM
316	Diversity in architecture, close attention to public transportation development	7/12/2024 11:40 PM
317	I love that Portland has beautiful nature very close to the metro area limits. It's always heartbreaking to see nature torn down and continue urban sprawl. I saw this first hand in Tigard near Roy Rogers and scholls ferry. I also really like how the Portland area doesn't feel like it has crazy urban sprawl and that you can get through the city quickly. Other cities with large urban sprawl that come to mind are phoenix, Denver, and LA. I don't want Portland to be anything like those cities.	7/12/2024 8:13 PM
318	Access to natural areas.	7/12/2024 7:47 PM
319	Transit access, bike lanes, sidewalks, neighborhood density, mixed use zoning	7/12/2024 6:10 PM
320	farmland	7/12/2024 5:31 PM
321	As a working commuter from Sherwood to Portland - there is nothing of value to preserve.	7/12/2024 1:10 PM
322	Population density and shared public spaces	7/12/2024 12:14 PM
323	Preserve park spaces, natural ecosystems, walkability/access to public transport.	7/12/2024 7:47 AM
324	Access and proximity to nature, metro in places and Sherwood itself especially have done well at incorporating/mixing natural area into its development, this should not falter and maybe even should improve and expand some.	7/12/2024 7:15 AM
325	Green spaces and parks, nature trails / natural areas, low-height buildings.	7/12/2024 7:12 AM
326	Wildlife corridors and community spaces.	7/12/2024 12:22 AM
327	Nature! Please keep the city from expanding even more in unsustainable ways.	7/11/2024 11:52 PM
328	Nature. Expanding the urban growth boundary negates needed commitments to mitigate climate change and stop ecosystem destruction. Leave land untouched, humans are not the only creatures entitled to the Earth and this land in particular.	7/11/2024 10:31 PM
329	Our green spaces. The thing that makes this place desirable (and livable as the climate warms) is our older growth wild spaces. Single family homes are not needed as much as shared green spaces.	7/11/2024 6:57 PM
330	The trees, farmland, natural areas, and historic pre-WW2 elements of our built environment	7/11/2024 6:12 PM

	that remain.	
331	Farmland and natural areas.	7/11/2024 4:27 PM
332	The semi-rural aspect of life on the outskirts of the UGB.	7/11/2024 10:33 AM
333	Forests, rural areas, non developed land outside the urban boundary	7/10/2024 10:14 PM
334	Agriculture land	7/10/2024 9:51 PM
335	Single Family Housing with a yard	7/10/2024 8:30 PM
336	Abundant close natural areas. Stewardship of those areas.	7/10/2024 5:14 PM
337	Natural areas and green spaces. Valuable historic buildings and community buildings.	7/10/2024 12:08 PM
338	The beauty and tranquility of the countryside of west Sherwood needs to be preserved. We don’t need any more subdivisions nor apartments out here.	7/9/2024 9:48 PM
339	The ability of local governments to be able to make decisions in their own cities best interest. Free of regional and state government interference. There are plenty of general guidelines in place.	7/9/2024 3:43 PM
340	individual livability, nature, neighborhoods, small businesses, small scale schools and other public facilities, good jobs, happy people and families,	7/9/2024 3:15 PM

Q2 What changes would you like to see as greater Portland continues to grow?

Answered: 340 Skipped: 25

#	RESPONSES	DATE
1	Infrastructure to support the insane influx of people. Traffic is horrific, the building is out of control, and people who have lived here longer than 20 years cannot afford to live here any longer. PDX is no longer amenable to folks, do something about the homeless issue and put checks in place on overdevelopment without infrastructure development.	8/23/2024 10:06 AM
2	More affordable housing	8/22/2024 9:51 PM
3	Less attention to Metro and more attention to individuals	8/22/2024 9:44 PM
4	I'd like to see more affordable housing options integrated into all neighborhoods, better access to public transportation, and the creation of inclusive community spaces that reflect and support the diversity of the Portland metro area.	8/22/2024 9:42 PM
5	Lower density housing w/larger lots	8/22/2024 9:38 PM
6	Growth for the people, not for the developers	8/22/2024 7:24 PM
7	More awareness and protection of our green spaces. The way to do this is NOT by these large swaths of land covered by cookie cutter housing with no yards or trees. So much of our agricultural land has already been covered with these. It needs to stop!	8/22/2024 6:57 PM
8	Less new houses and empty business buildings	8/22/2024 6:51 PM
9	Greater density, more mass transit	8/22/2024 6:46 PM
10	Road improvements	8/22/2024 6:44 PM
11	Stop the sprawl. Start building up not out. Use the land and vacant buildings already in existence! Less property taxes!!!	8/22/2024 6:29 PM
12	Less industrial. Warehouses continue to be built even though there is a plethora of empty warehouse space. The existing warehouse space should be utilized prior to any further construction, or permits for that matter, proceed.	8/22/2024 6:28 PM
13	Allow our region to be nimbler in addressing current and future housing and employment needs.	8/22/2024 6:06 PM
14	Revitalize urban areas that are abandoned and deteriorating areas.	8/22/2024 4:57 PM
15	Family Housing next to and adjoining parks and wetland areas.	8/22/2024 4:38 PM
16	Greater consideration of door to door transportation needs.	8/22/2024 1:13 PM
17	Implementation of plans to handle increased traffic that comes with development.	8/22/2024 11:42 AM
18	More infill housing in high opportunity areas so that Portlanders aren't priced out to the edges of the city. More investment in public and active transit infrastructure.	8/22/2024 11:39 AM
19	Not burdening the existing property owners with the infrastructure improvements and additional schools needed for those that don't even live here (yet).	8/22/2024 10:11 AM
20	Greater density and infill, especially such that it creates mixed-income buildings and communities	8/22/2024 10:08 AM
21	I would like to see underutilized or unused land and buildings be repurposed vs. continued sprawl into the countryside.	8/22/2024 2:52 AM
22	Smart density that positively impacts social predictors of health and safety	8/21/2024 11:09 PM
23	There should be better thought out investment in our transportation network. Prioritize auto traffic with high capacity, attractiveness, and generous amounts of off street bike routes. Pay	8/21/2024 10:52 PM

	attention to existing traffic patterns and work to make them more efficient.	
24	More density, more abundant infill housing, investment in transit so areas like Sherwood are reachable from areas like Gresham.	8/21/2024 10:47 PM
25	Homelessness and crime crack down	8/21/2024 9:32 PM
26	I would like to see a ton more infill. there are a lot of brownfield opportunities and a lot of neighborhoods that could thicken-up and benefit the existing residents as well as new ones	8/21/2024 8:16 PM
27	I would like to see policies enacted that are mindful, of and protect, the environment.	8/21/2024 6:06 PM
28	More recognition of climate changes needs in planning. We need local resources for food.	8/21/2024 5:50 PM
29	Higher density within the UGB to limit the cities impact on the environment and increase the city’s tax revenue per acre.	8/21/2024 4:55 PM
30	More affordable housing.	8/21/2024 4:22 PM
31	I would prefer growth happen through infill and greater density than the sprawling developments currently threatening our ag ground and green spaces.	8/21/2024 3:40 PM
32	More focus on reducing traffic that is not just adding public transit or tolls. With so much high-density development going in, it's becoming worse and worse everyday. Figure out and invest in roadways that make sense instead of just assuming people will take public transit. Or actually make our light rail more useable/high-speed...it takes 45 min to go from Beaverton transit center to PGE park. If we actually had express rail, I think more professionals and commuters would consider railway.	8/21/2024 2:58 PM
33	Increased density, transit, walking and biking infrastructure. "Baseline analysis conducted for this Urban Growth Report reveals that there is likely room to accommodate most, if not all, of the region’s existing and future housing needs inside the existing UGB for the next 20 years. "	8/21/2024 2:35 PM
34	Transportation options that efficiently use current and practical evolving modes of transportation. As an example, I do not want to see another bridge project (such as the Tillicum Crossing) that, through social engineering, only provides for a very small percentage of the population.	8/21/2024 10:54 AM
35	Road and traffic improvements.	8/21/2024 8:33 AM
36	Less government	8/21/2024 7:10 AM
37	Roads that are designed to alleviate congestion. Sherwood is small town but I sit in traffic a lot. There should be a traffic light at Chapman Rd and Hwy 99.	8/20/2024 11:35 PM
38	Redeveloping existing underutilized urban areas.	8/20/2024 7:43 PM
39	More safety. Traffic ease. High paying jobs so people here don't need to travel so far to work.	8/20/2024 6:24 PM
40	I would like to see revitalization of already developed areas.	8/20/2024 6:21 PM
41	I would like to see more critical thought in regards to expanding the UGB.	8/20/2024 6:19 PM
42	Less industrial near neighborhoods	8/20/2024 5:00 PM
43	better use of land already within the existing urban growth areas	8/20/2024 4:55 PM
44	Traffic congestion considered more intensly when developing neighborhoods	8/20/2024 4:53 PM
45	Urban growth expansion	8/20/2024 4:49 PM
46	thoughtful expansion rather than what is happening in Sherwood. The Sherwood proposal is way too large for a city of this size and encroaches on native habitats and pristine farmlands.	8/20/2024 4:48 PM
47	Is it truly growing or are we just following the money?	8/20/2024 4:25 PM
48	Smaller pockets of houses instead of mass acres of land covered with housing	8/20/2024 4:20 PM
49	Restoration of life in Portland's downtown core, the heart of greater Portland.	8/20/2024 4:18 PM
50	Again, more public comment, too many developers s d city councils looking for a tax base are driving decisions related to the UBB	8/20/2024 4:10 PM

51	Encourage and support business placement in downtown Portland area in order to utilize already existing business areas. Preserve rural areas and Oregon farming families.	8/20/2024 4:03 PM
52	Keep industrial in industrial areas and residential in residential areas, and do not invade the agricultural reserves	8/20/2024 3:52 PM
53	adequate roads, more dense housing, affordable housing	8/20/2024 3:52 PM
54	More infill and creative uses of office buildings and abandoned warehouses	8/20/2024 3:46 PM
55	Increased public transportation	8/20/2024 3:46 PM
56	housing to be more affordable, transportation system that works	8/20/2024 3:31 PM
57	Better review, consideration and preservation of agricultural land in the metro area for growth. The building and growth has not kept pace with our current resources, infrastructure and good land use management and planning.	8/20/2024 2:53 PM
58	Dedicated transportation corridors to expedite commerce, e.g., Tualatin Sherwood Rd. should have limited intersections and bypass Tualatin	8/20/2024 2:01 PM
59	focus on preservation of agricultural lands	8/20/2024 1:47 PM
60	Affordable housing, green spaces	8/20/2024 10:54 AM
61	Better planning (including securing funding and complete transparency about costs to the tax payers) for traffic changes BEFORE developments are allowed	8/20/2024 9:44 AM
62	Better investments in rail passenger transit and a long-term regional passenger rail plan so that new developments can include TOD. The region's investment in passenger rail has stalled.	8/19/2024 6:09 PM
63	Better infrastructure and condensed housing within already developed community areas	8/19/2024 12:45 PM
64	Increased urbanization, density, and density within non-Portland downtowns especially.	8/19/2024 12:05 PM
65	More dense housing, less car-centric developments	8/18/2024 11:22 PM
66	Denser housing and more public transit	8/18/2024 10:17 PM
67	Build up, not out. Nobody is asking for Sherwood West. It’s unnecessary sprawl that will compound the existing transportation issues of the Southwest Corridor.	8/18/2024 9:24 PM
68	Increase density within 1 mile around our frequent bus services and super dense high rises adjacent to our MAX stops. We need to build more inside the UGB.	8/18/2024 8:37 PM
69	Greater density of housing and amenities	8/18/2024 8:30 PM
70	Slow down the growth, get the traffic under control. From Sherwood it used to take me 50 minutes to the airport, now almost 2 hours. They need to fix the roads before adding more houses	8/18/2024 7:01 PM
71	Greater density and better transit connections through the Portland metro area. Interesting walkable neighborhoods that develop culture and community.	8/18/2024 5:10 PM
72	Densification of the city and its surrounded suburbs. If we want to retain the livability of the region by getting people to use alternate forms of transportation we need to continue to enforce the UGB	8/18/2024 3:42 PM
73	Better highways and main roads	8/18/2024 3:25 PM
74	Less urban sprawl, more density	8/18/2024 2:37 PM
75	More infill housing, fewer cars, more trains, buses, and protected bike lanes with bollards.	8/18/2024 2:25 PM
76	Better high capacity transit, density, less spawl. Municipalities should backfill, densify, and remove parking lots before being granted more land to sprawl out.	8/18/2024 2:25 PM
77	More density along transit corridors	8/18/2024 1:35 PM
78	Improved public transportation. Use existing land already inside UGB.	8/18/2024 1:21 PM
79	Stop trying to make everything part of Portland. Individual communities have their OWN rich history and connections. We are not just Portland's little subsets to absorb and use as needed	8/18/2024 1:20 PM

	by metro.	
80	Denser, smart land use of the existing UGB.	8/18/2024 1:11 PM
81	More density and better transit	8/18/2024 12:49 PM
82	Road expansion first!	8/18/2024 12:29 PM
83	Reducing the massive barriers to infill housing, and an end to frequent UGB expansions for suburban housing.	8/18/2024 11:49 AM
84	Infill, improved land-use, and no further sprawl.	8/18/2024 11:27 AM
85	The existing empty structures being utilized.	8/18/2024 10:00 AM
86	Protect farm land, while also providing more reasonably priced homes. And the infrastructure to support the housing.	8/18/2024 9:40 AM
87	Stop the dense housing if so called affordable housing that is NOT affordable!	8/18/2024 7:48 AM
88	Is Portland really growing?	8/18/2024 7:19 AM
89	Less focus on high density housing and Multifamily apartment living. Focus on using what is not used properly at this time within the boundaries just growth potential and forecasting/opportunity does not require tax payers to accommodate without due diligence to preserve and repurpose the existing land and structures available.	8/18/2024 7:08 AM
90	Fewer large subdivisions with houses stacked on top of each other. Proper roads and sidewalks paid for by developers	8/18/2024 6:28 AM
91	Well thought out and sustainable plans, ways to arrange cities to minimize traffic rather than continuing to expand roads.	8/18/2024 1:08 AM
92	More public transportation	8/17/2024 8:46 PM
93	New housing should be built on a variety of lot sizes rather than only very small lots	8/17/2024 2:48 PM
94	The greatest need that we have in Sherwood, is affordable housing for young families and seniors. We need to get creative in what we build in Sherwood. We do not have the infrastructure to support dense housing except right next to 99. And even then we don't have any transportation hubs. People move to Sherwood to feel like they're in the country a bit.	8/17/2024 9:10 AM
95	Preserve our important farmland and forest- less massive homes, more urban density and the public transport to support it.	8/17/2024 8:27 AM
96	Keeping our small cities small and rural.	8/17/2024 8:02 AM
97	Focus on density, not expansion out. And a priority on affordable housing, not larger single family homes.	8/17/2024 5:18 AM
98	Roads and traffic control	8/16/2024 11:03 PM
99	More space for more single family homes. Prices will go down and more people can live in our beautiful state. Also bigger roads and more infrastructure	8/16/2024 9:55 PM
100	Improve infrastructure such as roads bridges	8/16/2024 9:31 PM
101	I am against adding housing in areas that are already congested. I am also opposed to adding housing in areas currently designated as farmland	8/16/2024 4:23 PM
102	The elimination of urban sprawl and the protection of our natural resource environments	8/16/2024 4:23 PM
103	Portland is not growing. More people have moved out of Portland and Oregon than have moved in over the last couple years.	8/16/2024 11:44 AM
104	keep high density housing near Portland/metro cities downtown areas, better public transportation, less traffic	8/16/2024 7:35 AM
105	Adequate infrastructure planning to accommodate for necessary growth. More willingness from local jurisdictions to work with investors and developers to master-plan communities that allow for greater (& smarter) population growth.	8/15/2024 1:41 PM
106	Improved infrastructure needs to be established before any expansion in development needs to	8/15/2024 12:15 PM

	take place.	
107	Push Eastward and now Westward	8/14/2024 1:08 PM
108	Urban grown boundaries reduced to a lower rate, use land more efficiently for housing and roads.	8/14/2024 7:01 AM
109	There are plenty of homes and industrial properties without adding more homes and spreading more	8/14/2024 6:25 AM
110	Increased lanes on throughways and highways.	8/14/2024 5:31 AM
111	I would like to see further vertical growth in the current urban boundary as the infrastructure for the surrounding area isn't meant to support the proposed growth.	8/13/2024 10:06 PM
112	More forests, trees planted and LESS ticky tack multifamily housing put in.	8/13/2024 8:58 PM
113	Better handling of traffic congestion and improved caretaking of our nature and our green spaces.	8/13/2024 7:54 PM
114	less traffic	8/13/2024 4:45 PM
115	Use preexisting empty buildings vs clearing areas for new construction	8/13/2024 4:06 PM
116	Slowing down the expansion of large commercial facilities, industrial parks etc., that sit vacant for so long.	8/13/2024 3:46 PM
117	address congestion	8/13/2024 3:29 PM
118	Defund Metro	8/13/2024 1:58 PM
119	Maintain existing roads, less traffic, use abandoned buildings, industrial and commercial to be converted into housing instead of taking away more land.	8/13/2024 12:55 PM
120	Think about what your taking away from the community as you think your just building a community and the reasons people wanted to move to sherwokd to begin with isn't what sherwood is anymore. We used to be a rural close knit community filled with farms and hard working farm families. Those are less and less every year and it's just becoming another suburban area filled with homes and shopping. We've lost what sherwood is all about.	8/12/2024 6:13 PM
121	A road system developed to meetnot automobile traffic demands and less compromised for biking.	8/12/2024 5:29 PM
122	more mixed use developments so that people can enjoy amenities like shopping and restaurants right outside their front door	8/12/2024 4:56 PM
123	A new Max line along Sunset Hwy west from transit center to Banks	8/12/2024 4:44 PM
124	Less people less traffic, tougher on crime.	8/12/2024 10:01 AM
125	I want to see less growth, less homeless, and more crack down on crime. This would help clean up Portland and get it back to its natural beauty!	8/12/2024 7:23 AM
126	Encourage bike and walkable neighborhoods. Lessen car use. Density not sprawl. I think Orenco is a good model with green neighborhood spaces. Porches that face on another. Cars behind the houses to promote community.	8/11/2024 10:45 PM
127	THOUGHTFUL development with appropriate infrastructure… no more low cost developments of poor quality buildings that still fail to provide truly affordable housing. Build to meet the population's demands, not to put money in the pockets of developers	8/11/2024 8:32 PM
128	LESS HOMELESS, LESS CRIME, just non of that. Ya no mas indigentes peligrosos, ni crímenes. Menos fourplex. Mas edificios de 10 pisos con ZONA VERDE Y ÁRBOLES.	8/11/2024 2:32 PM
129	Less density. Better traffic planning. Major arteries in Sherwood now are overloaded with cars	8/11/2024 10:27 AM
130	As a lifelong Oregonian, I have generally been in favor of land use planning. I believe, however, at times the process has been too restrictive. For example, the report acknowledges that there is a lack of appropriate industrial land, even though the available land is within projected needs. Leaning towards the high side of projections could also more than offset demand, thereby helping with affordability.	8/11/2024 8:18 AM

131	More housing and more land available for more single family housing.	8/10/2024 11:46 AM
132	More green and open spaces	8/10/2024 10:36 AM
133	More open space and preservation of agricultural and forest land.	8/10/2024 9:58 AM
134	Sensible development	8/10/2024 7:37 AM
135	More safe parks and recreation opportunities. Affordable housing to OWN, not rent.	8/9/2024 11:15 PM
136	Less density	8/9/2024 6:07 PM
137	Allow more parking	8/9/2024 5:50 PM
138	Much has been said about the need for more housing such as multiple dwelling units where high density can be capitalized. There needs to be a balance between more housing, preservation of existing rural land uses and lifestyles. The question is how much more housing is actually needed with its impact on roads, public service infrastructure such utilities, water, sewage, etc coupled with the total financial resources that will be passed on to the taxpayers.	8/9/2024 11:13 AM
139	Less density in housing development.	8/9/2024 9:51 AM
140	Stop expanding and use what you already have. This includes proper planning so we are not stuck with traffic in 5-10 years, farmland reserves.	8/9/2024 9:32 AM
141	More high density, affordable living spaces with the existing urban growth boundary.	8/9/2024 6:58 AM
142	Less people moving here	8/8/2024 9:04 PM
143	Keeping nature	8/8/2024 8:18 PM
144	Greater Portland should not grow until Portland is cleaned up and managed properly.	8/8/2024 7:45 PM
145	Fill in. Focus on Multifamily. You'll have more than you need as BBs downsize or die.	8/8/2024 7:45 PM
146	To start and continue rejuvenating the downtown or existing empty buildings	8/8/2024 7:28 PM
147	Less new housing	8/8/2024 7:19 PM
148	More density, less sprawl	8/8/2024 7:05 PM
149	Stop spreading into agricultural/forested lands	8/8/2024 6:28 PM
150	Keep land as is no more commercial growth	8/8/2024 6:24 PM
151	More freedom with offers by the constitution. More police, fewer taxes and voting in person with a government photo document.	8/8/2024 5:38 PM
152	improve the roads before development occurs	8/8/2024 3:43 PM
153	I would like to see people buy homes and not hedge funds. We don’t need more new construction homes, we need to promote homeownership and upkeep in already established communities	8/8/2024 1:58 PM
154	Transportation connectivity prioritized to help mitigate congestion on arterial roadways.	8/8/2024 1:04 PM
155	less homeless camping on public and private land.	8/8/2024 12:02 PM
156	Better roads	8/8/2024 11:42 AM
157	Better road conditions, and not much more than that. Sick of the high rise homes, and the SAME stores/eateries in every strip mall. But that is our of your control.	8/8/2024 11:42 AM
158	We need to make it legal to thicken up our existing neighborhoods in an incremental and productive way rather than bankrupting our communities on unsustainable growth patterns that we can't maintain.	8/8/2024 11:25 AM
159	Repurpose buildings in Portland & other areas	8/8/2024 11:04 AM
160	Not to add more land around Sherwood	8/8/2024 10:47 AM
161	Stop adding more homes to cities where the traffic is already a nightmare, like Wilsonville	8/8/2024 10:12 AM
162	Expand freeway lanes	8/8/2024 9:54 AM

163	More consideration to how the growth effects our rural communities and small family farms that feed our community	8/8/2024 9:42 AM
164	Really thinking through the big picture. Not pressured by builders for $$. Infrastructure, road improvements for capacity, sidewalks, parks, natural areas. Not all filled in	8/8/2024 9:37 AM
165	Fix Portland and all their issues by helping rebuild and develop more businesses. Sherwood doesn't need Metro because we have grown more than what is acceptable and Metro needs to stay out of our part of the world.	8/8/2024 8:49 AM
166	That's some video officials. Don't make it all about getting more tax money and leave some of the spaces as they are.	8/8/2024 7:14 AM
167	Maintaining Oregon's natural beauty by NOT having tons of concrete and strip malls.	8/7/2024 11:21 PM
168	Increase urban density. Build/create more housing connected to transportation.	8/7/2024 8:39 PM
169	greater use of land currently available within UGB (example infill current space vs expansion)	8/7/2024 8:21 PM
170	less traffic, preservation of UGB, improvement of downtown portland the way it was before 2020	8/7/2024 7:57 PM
171	More leadership by people of color, in elected and also executive leadership at Metro	8/7/2024 4:34 PM
172	More efficient use of land close to job centers. I'm surprised there is still farmland inside of I-205. Also, I would like to see a bridge over the Willamette between Oregon City and Wilsonville, and a bridge over the Columbia east of I 205. Nice job with the new recreation area Chahalem Ridge.	8/3/2024 8:26 PM
173	Less homeless, legalized prostitution, bike lanes everywhere	8/3/2024 3:14 PM
174	Cited above...more housing within UGB; build up/onto current buildings, golf courses, unused land, homes, convert hotels/motels, revitalize areas inside the city, promote ADUs, offer incentives etc.	8/3/2024 12:50 PM
175	Better transportation system, specifically an I-5 to OR 99W connector between Wilsonville (or just north of), and to the south of Sherwood. Preferably an expressway.	8/2/2024 11:42 PM
176	Less car-dependent development. More new gas stations and charging stations. More small neighborhood markets. Building that is not just residential homes. The more new homes, the more new amenities needed to go with them. Otherwise it creates traffic and time bottlenecks.	8/2/2024 3:13 PM
177	A west side highway should be built, mirroring 205. Too much traffic burden is put on 217 and roads like Roy Rogers	8/2/2024 12:30 PM
178	I would like to see the ability for more PUD subdivisions, a break up of housing within a subdivision. Rather than throwing all townhomes in an area it would be nice to allow for open space, different product types, and community areas.	8/1/2024 12:31 PM
179	Use of more brownfields and infill. Replace single story multi family homes with multi story homes	7/31/2024 11:31 AM
180	Bigger tax lots. No one wants to live in a match box. I would pay MUCH higher purchase prices to have a quality property.	7/31/2024 8:37 AM
181	"Middle housing", which allows more housing within defined spaces in the city as well as in the suburban areas. Include some green areas for multiple unit buildings, e.g. courtyards.	7/30/2024 7:44 PM
182	more preservation of nature and fish and wildlife habitat	7/30/2024 2:53 PM
183	Really plan for future growth. Especially guaranteeing there is adequate infrastructure to support the past, currnet, and future growth.	7/30/2024 8:55 AM
184	Improved street designs clearing the hazards of parked cars and narrow lanes.	7/30/2024 8:22 AM
185	Less focus on density. More focus on asthetics/attractive neighborhoods	7/30/2024 7:14 AM
186	More parking in commercial areas and in new buildings. Accessible commercial and residential spaces for people with mobility issues. Reduced developer, landlord and realtor greed - so housing costs can become affordable.	7/29/2024 11:37 PM
187	Actividades familiares,viviendas para personas mayores de 55 y retirados.	7/29/2024 7:21 PM

188	More housing in old industrial areas like Portland's Central Eastside. Preserving old homes and green space. Increased density in suburban areas as well as in the city instead of development on farmland and forests.	7/29/2024 11:48 AM
189	Build Up not Out!	7/29/2024 9:35 AM
190	Investment in infrastructure like roads, bikeways, transit. There needs to be a plan to move the people around the area. How do people get from Sherwood to downtown without adding to gridlock? I would also like to see fewer corporations owning properties and renting, than affordable properties for entry level home buyers.	7/29/2024 7:48 AM
191	no sprawl more density and walkabity. abolish highways, improve public transport	7/28/2024 12:50 PM
192	More walkable/bikable neighborhoods. Less new suburban sprawl.	7/28/2024 8:34 AM
193	Denser housing options, infill development, and transit-oriented housing.	7/28/2024 8:26 AM
194	Vertical growth. More condos in dense areas. And add one or two new dense city center type location. Maybe one east and one west.	7/25/2024 7:17 PM
195	Less crime, better transportation systems, fewer homeless	7/24/2024 5:33 PM
196	See above	7/24/2024 3:55 PM
197	Additional expansion of the UGB to keep overall costs low for development while providing opportunities to access public transit and provide workforce housing for major employers and employment hubs.	7/24/2024 11:56 AM
198	Make it easier for developers to build dense mixed use in areas already within the UGB. If that means tax incentives for five story condos, or repealing parking minimums for new builds, or making the bureaucratic cost of applying for redevelopment/remodeling of office/commercial into residential, do it!	7/24/2024 7:32 AM
199	More space for affordable housing	7/24/2024 12:10 AM
200	Easing traffic quagmires and building more sustainably. Safer communities. Walking paths and farmer's markets. Manufacturing jobs and training programs for future employees.	7/23/2024 9:20 PM
201	Denser Development	7/23/2024 8:54 PM
202	Allowing more single family and multi family housing that creates quality neighborhoods and communities.	7/23/2024 8:30 PM
203	Increase density, like A LOT. The best things about cities are only really possible when adequate desnities are achieved. Even issues such as public safety can be addressed by having more people around. Portland is nowhere near the density levels needed to support the kind of sustainable urban form that most of us actually desire. Walkable neighborhoods require lots of people walking to places like grocery stores to support them. Transit only makes sense for occasional users (e.g., those of us that work from home) if service is frequent enough and reliable enough that we don't have to spend a lot of time figuring out when the next bus will arrive. Those things require density.	7/23/2024 6:39 PM
204	Redevelop and repurpose current real estate	7/23/2024 6:19 PM
205	Enforcement of current immigration laws, support for property rights of current landowners and value esp for senior citizens	7/23/2024 3:19 PM
206	A major reduction in single family housing and expansion of car dependent suburbs, a focus on walkable neighborhoods with character and dense multi unit housing projects, transit and bike oriented design, infill of the vacant parking lots across east portland	7/23/2024 3:14 PM
207	For development kept closer to city centers and leave space for areas of land and farms in tact.	7/23/2024 2:12 PM
208	higher density in current Urban areas	7/23/2024 12:06 PM
209	No expansion permitted unless accompanied by concurrent expansion of public transportation.	7/23/2024 11:17 AM
210	Increased density, better transit	7/23/2024 2:36 AM
211	That the city and state government follow environmental code and NROd as significant as	7/22/2024 3:06 PM

	addressing affordable housing. I would like the state to start doing conservation efforts to prevent forest fires before they adding more infill, especially in rural areas	
212	More passenger rail & LRT	7/22/2024 6:07 AM
213	Protection of natural and farm land	7/21/2024 12:16 PM
214	More dense affordable housing with public transportation, work space with shopping hubs	7/21/2024 10:35 AM
215	Access to rapid transit in all corners of the metro. Buses are not rapid transit unless they are given priority and actually go faster than traffic.	7/21/2024 9:49 AM
216	The area is losing residents. There's no reason to extend the growth boundary.	7/21/2024 9:00 AM
217	More density	7/20/2024 9:12 PM
218	Less ugliness and more nature	7/20/2024 8:57 PM
219	Better public transit. We must expand the MAX into the SW metro on a common-sense alignment, not the poorly planned alignment that was proposed before. We must expand streetcar service all over Portland proper. Examples for the streetcar would be down into Lake Oswego, down Sandy Blvd., north up MLK Blvd. to Lombard St., from the MAX west down Lombard all the way to St Johns, down 82nd Ave., down 122nd Ave, and much more. Other corridors need bus rapid transit. Incentivize density of housing along all transit corridors and even deep into underserved neighborhoods. We have a terrible housing shortage and density is needed.	7/20/2024 7:38 PM
220	Not fall into the "cookie cutter" trap. Make sure public transit keeps up with growth AND make sure cars aren't excluded. Parking is needed. Mass transit doesn't work for all.	7/20/2024 10:41 AM
221	I would like to see a stronger move towards mixed-use, walkable, transit-oriented communities. I think the suburbs are really lacking in this regard due to historical planning trends, but we are seeing some changes in the right direction. I think we should embrace "Vision Zero" planning, with separated bike paths, human-scaled streets, and traffic calming measures. I would love it if my kids could walk to school someday. I would love to see every neighborhood have a grocery store within a short, safe bike ride. I would love to see more starter homes that are affordable, such as townhomes and row houses, close to amenities. Bonus points if some townhome plans have a bedroom/kitchen on the first floor for aging family members.	7/20/2024 9:28 AM
222	More dense neighborhoods with increased public transit options.	7/20/2024 7:41 AM
223	Bring back the wetlands of Portland! Wetland parks everywhere! MORE DENSITY, LESS DESTRUCTION. Build townhomes! Build small apartment blocks! Build corner stores and apartments above retail!	7/20/2024 12:38 AM
224	Before we look at expanding into the urban reserve, I'd like to see local government take better care of existing areas where there are economic and racial disparities. If we can't even properly manage what we have, why add more?	7/19/2024 4:15 PM
225	We don't need to make new developments car dependent. Build new developments with biking walking and transit first	7/19/2024 2:12 PM
226	More walkable and bikable development. Encourage density and preserve the rural landscape within a short distance to Portland. Re-ruralizing landscapes is almost completely impractical, we should preserve what we have while making our cities more livable.	7/19/2024 2:06 PM
227	More development and land use planning towards dense housing centered around walkable neighborhoods and transit oriented travel. We should not be building the most inefficient form of housing that is continuously built (single family homes) in areas where a car is necessary to survive. Walkable, dense neighborhoods is vital towards creating a more sustainable future.	7/19/2024 12:40 PM
228	More enforcement of developers not following the law, including seizing property through eminent domain if they fail or refuse to produce enough affordable housing units.	7/18/2024 9:44 PM
229	More public transportation.	7/18/2024 12:03 PM
230	We have plenty of land available for development. Until literally the entire metro is covered with 3-story buildings, there should be no UGB expansions. Along these lines, we need to continue improving public transit focusing primarily on what will attract more ridership.	7/18/2024 10:20 AM
231	More emphasis on public transit for those in the outlying areas. Trimet is not keeping up with	7/18/2024 6:16 AM

	the growth, and some of the outlying areas not accessed by a Max line have more difficulties in getting where we need to go.	
232	Greater distribution of high rise residential apartment buildings outside of the downtown core area, especially in Southwest. A MAX line spur from the current Washington Park station heading south, with stops for Council Crest, Hillsdale/Wells HS, Burlingame, Multnomah Village, Capitol HWY at 99W, Jackson MS, PCC Sylvania, Gabriel Park, Six Corners/Raleigh Hills,	7/17/2024 11:12 PM
233	STOP 🛑 Oregon infrastructure is the WORST I have seen. Traffic in rural areas will become disastrous with population growth!	7/17/2024 6:04 PM
234	Less roads and parking lots, more transit and fewer vehicle Miles traveled, more middle housing and mid-rise buildings. Daylighting buried streams, better fish and other animal friendly crossings. No data centers. No single story commercial and industrial buildings.	7/17/2024 2:18 PM
235	Stop building over our greenland. Land conservation.	7/17/2024 2:00 PM
236	More mixed used areas with less signle family housing.	7/17/2024 9:20 AM
237	build up and not out, and reduce parking footprint	7/17/2024 1:16 AM
238	More housing options, density, a mixture of all housing types — not just single family homes.	7/16/2024 11:18 PM
239	Stop growing out and think of growing up! Cities should be dense and walkable. Growth does not mean just go out. Look at European cities as an example. They have been around some for thousands of years without continuing to just expand out. Utilize the space they currently occupy.	7/16/2024 8:46 PM
240	A little more room for smart growth neighborhoods with row homes, townhomes, and small lot homes. The neighborhood should mainly be served by a park and neighborhood retail, grocery, and restaurants. Walkable is very important	7/16/2024 8:44 PM
241	More density; increased infill; redevelopment of underutilized land; demolition of older buildings to make way for newer, larger, and denser buildings; improved transit to serve the increasing population and density	7/16/2024 8:26 PM
242	Higher density housing options, more walkable neighborhoods, better sidewalks	7/16/2024 6:51 PM
243	Stop high density development that takes out all trees and natural area. Plan for roads, our roads already can’t support the population we have. Metro to have parks that allow dogs and not horses.	7/16/2024 6:26 PM
244	More density and mixed uses in every city core to create its own unique identity whole creating more walkability. This would also contribute to the ease of cycling and the viability of public transit projects, even in smaller cities. Mixed use, dense city cores would also create a tax surplus for local governments and metro to use for maintaining or expanding services.	7/16/2024 5:52 PM
245	Less high density housing that makes traffic worse since know one focuses on the impacts it causes on roads	7/16/2024 12:20 PM
246	More complete street systems. Transit expansions.	7/16/2024 10:24 AM
247	I would like to see greater opportunities for affordable housing and proximate employment for residents. I would like Portland to be a place my children would be able to live in.	7/16/2024 9:04 AM
248	Improved/increased access to mental health and in/outpatient A&D drug treatment	7/16/2024 8:09 AM
249	Better transportation options. Not only mass transit but more bridges to reduce congestion. People dont want to go into some areas like Portland and Vancouver just due to the traffic.	7/16/2024 8:00 AM
250	Greater density. More ADUs in existing neighborhoods	7/15/2024 10:34 PM
251	Stimulate (incentivize) redevelopment within existing boundaries. Of course it is easier to build new on bare, flat farmland... don't do it.	7/15/2024 8:39 PM
252	Better street cycling conditions	7/15/2024 7:50 PM
253	I would like to see entire neighborhoods built that include everything the increase in population needs: more stores, expansion of roadways to deal with traffic, more schools so that the	7/15/2024 7:17 PM

	schools that are there don't just increase class sizes, parks for families to enjoy so there isn't more crowding of the parks that exist, etc.	
254	Stopping the theft of our farm land for junk houses and o er crouding	7/15/2024 6:47 PM
255	A solution for all the empty commercial space, particularly close in, that is discouraging to the random flanneur as well as the residents. I would like the SW light rail to HAPPEN because I lived in SW (out near Tigard) and the traffic is beyond horrific - made me move back to NE Portland Yikes - it's literally untenable. And I don't want downtown to pay the price (becoming a donut hole).	7/15/2024 6:41 PM
256	Better mix of housing, better accessibility to transportation services and more. Better mass transit to suburbs and outer areas. Better job of keeping neighborhood integrity, better public safety	7/15/2024 5:54 PM
257	More land appropriately developed for a mix of single family and higher density housing. More single family is needed to help on the affordability goal.	7/15/2024 5:28 PM
258	I'm hoping for a change in mindset. or maybe more education... many people who value quality habitat and green spaces also don't like dense housing and don't see the connection. Many people want to live on acreage and in the Wildland Urban Interface, but it is damaging to wildlife	7/15/2024 5:22 PM
259	More affordable single family housing and safe, affordable public transit.	7/15/2024 5:19 PM
260	Please focus on walkability and public transit. Protected bike lanes, please! Get rid of parking lot requirements and allow mixed use zoning.	7/15/2024 5:17 PM
261	More parks, public transportation, less traffic	7/15/2024 5:12 PM
262	No growth	7/15/2024 4:37 PM
263	Increase in infrastructure - the growth continues but arterial roads are not developed/improved to support the traffic. Homes continue to be built in SW Beaverton, but nothing has been done to increase the traffic flow/capacity on Scholls Ferry - the primary freeway access point.	7/15/2024 4:03 PM
264	keeping urban sprawl under control	7/15/2024 3:31 PM
265	I'd like us to change BACK to when kids didn't have to be afraid in the streets and drugs/criminals didn't run amok in our City.	7/15/2024 3:25 PM
266	More single family homes	7/15/2024 3:00 PM
267	Safe communities -making them a priority.	7/15/2024 2:52 PM
268	A network of bike trail and larger freeways	7/15/2024 2:38 PM
269	its obvious we need more housing and job creation to support us. Metro takes too long to evaluate these expansion decisions, so we pass up opportunities.	7/15/2024 2:14 PM
270	Houses that are small for first time home buyers... not huge 4 bedroom homes with high end amenities. Small homes on large lots. With eco features like room for garden, underground water storage for watering garden, and solar panels on roof. No more granite counters and high end appliances. Your first home should be basic. That gives people something to strive for. Also stop the massive rentals of homes by non us citizens. Rent is more expensive than a mortgage. I know tons of home we're purchases in the economy crash of 2009 and purchases by foreigners to make $$ stop that practice. And you will have lower housing cost.	7/15/2024 1:45 PM
271	As few as possible	7/15/2024 1:41 PM
272	Better transportation infrastructure. Our roads have been the exact same going into/out of PDX 50 years or more	7/15/2024 1:35 PM
273	Improved public transportation and improved/increased use of multimodal trails and biking infrastructure.	7/15/2024 1:17 PM
274	High density in-fill and zoning upgrades near rapid transit access. Prioritize this BEFORE expanding the UGB.	7/15/2024 1:12 PM
275	Cheaper rates and less control	7/15/2024 1:11 PM
276	Stopping sprawl and addressing climate by building more compactly and decreasing highway	7/15/2024 12:58 PM

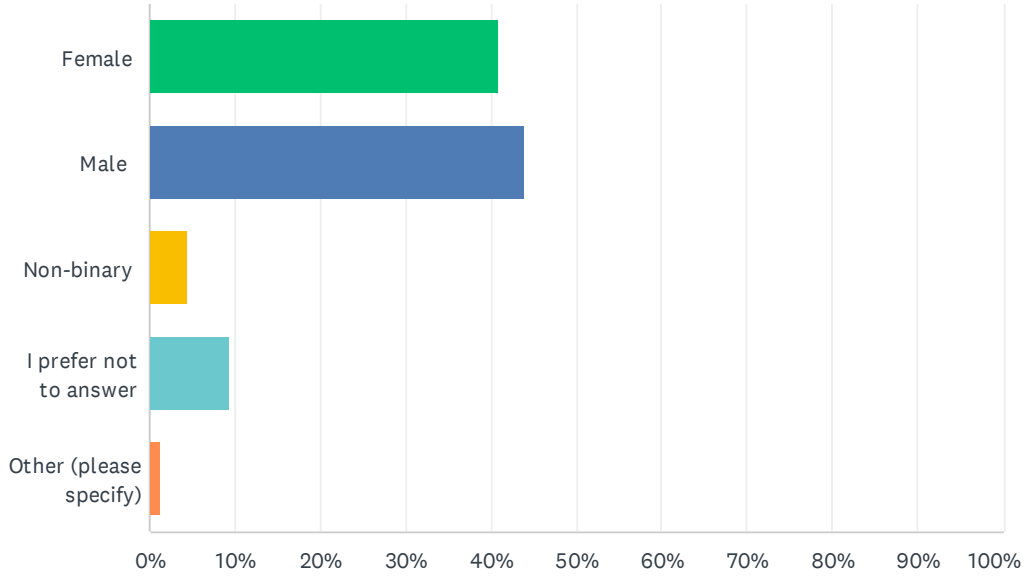
	modes of transportation.	
277	No more growth. No more crappy homes built tightly together. We need some countryside-trees, deer, birds, butterflies, rather than more concrete.	7/15/2024 12:47 PM
278	Fewer homeless, less garbage on the streets, more multi-family that includes parking	7/15/2024 12:44 PM
279	More requirements for affordable housing units. New apartments are ridiculously expensive and not built for families.	7/15/2024 12:41 PM
280	Grow up not out.	7/15/2024 12:40 PM
281	Smart transportation options, affordable housing within city centers and strong habitat protections for wildlife connectivity throughout our region.	7/15/2024 10:53 AM
282	Fewer parking lots, less sprawl, more dense housing, narrow freeways and add tolls, more bike paths	7/15/2024 10:35 AM
283	More bike infrastructure beyond the urban core of Portland.	7/15/2024 9:56 AM
284	Greater density. And safe transit. We can't use what we have because it is filthy and not safe. Bike paths need to be kept safe with regular more than daily patrols…bike cops or golf carts.	7/15/2024 7:25 AM
285	More protected bike lanes	7/15/2024 6:59 AM
286	Focus on basic municipal services: fix potholes, pave streets, erase graffiti, pick up the trash!	7/15/2024 6:34 AM
287	Safer highways (eg hwy 47) that include traffic circles.	7/15/2024 6:07 AM
288	Increased density and less sprawl.	7/15/2024 12:26 AM
289	I would like to see less traffic, and more public transportation options.	7/14/2024 9:17 PM
290	I would like to see more public transportation and multicultural businesses. I would like new neighborhoods to be open to everyone, both economically and culturally. We need more low and middle income housing in areas with good schools.	7/14/2024 9:11 PM
291	Continue to develop within existing boundaries.	7/14/2024 6:14 PM
292	Follow your plans and stay strong	7/14/2024 5:37 PM
293	Land conservation	7/14/2024 5:29 PM
294	Better traffic management	7/14/2024 5:15 PM
295	Better arterial transportation routes leading through the suburbs - landscaped parkways with grade separation like in NY/CT, but add transit and ped/bike. One from I-5 to the Newberg-Dundee Bypass (an actual I-5-99W Connector!) to help regional transportation. Another in the form of Sunrise Phase 2, extending to Sandy. And then a new tunnel and bridge from 26/Cornelius Pass to Rivergate in Portland.	7/14/2024 3:55 PM
296	Care for the current crumbling infrastructure before expanding.	7/14/2024 3:35 PM
297	More trees planted	7/14/2024 3:25 PM
298	Same as above plus very limited growth and only built to be part of the protected envrionment.	7/14/2024 1:53 PM
299	Solar panels over parking lots to produce power and not impede other land.	7/14/2024 12:58 PM
300	Better interconnectivity between trails, parks and green spaces.	7/14/2024 12:44 PM
301	Managing traffic, don't want more traffic lights would like to prevent Sherwood from turning into the Tigard disaster of stoplights	7/14/2024 12:12 PM
302	I would like to see the region commit to developing all of the land existing within the boundary that remains undeveloped, and also develop land that is poorly used, such as the numerous seas of parking lots that remain mostly empty. I see infill as a much better use of the regions money, as urban sprawl is not what we need and will only make our city align with other sprawling cities across the country instead of setting ourselves apart as a sustainable city.	7/14/2024 11:25 AM
303	Want to see it slow down. Making infrastructure first before adding to the population. Leaving rural areas rural. Leaving room for farms. leaving the trees.	7/14/2024 11:24 AM

304	Better roads to accommodate the traffic	7/14/2024 11:19 AM
305	Less housing a few more shops/restaurants. Traffic is so bad in Sherwood. There are already too many people that it's almost impossible to go to dinner and the lines at the stores are very long.	7/14/2024 11:16 AM
306	Fixed roads	7/14/2024 10:48 AM
307	less sprawl, and more revival of already developed space	7/14/2024 10:28 AM
308	Increased safety/security	7/14/2024 10:25 AM
309	No more row housing, no more densely packed living spaces	7/14/2024 10:13 AM
310	Updates to existing and already developed land, rather than urban sprawl into precious G land.	7/14/2024 10:03 AM
311	Better infrastructure within the city (Portland proper) farmlands don’t need 500 row homes placed on them. Concrete jungle is what we are going towards and I’m not here for that.	7/14/2024 9:43 AM
312	More density and infill and less suburban sprawl. And more mixed used development. I don’t want to have to use my car to fo everything.	7/14/2024 9:25 AM
313	More affordable housing, especially for first time homebuyers and low income renters. Densify housing without losing access to safe walking and biking and community outdoor spaces.	7/14/2024 8:17 AM
314	Stop expanding the boundaries. It isn’t appropriate to overtake agricultural land.	7/14/2024 8:06 AM
315	Increase density, particularly in downtown Portland	7/14/2024 12:07 AM
316	Increased residential density in existing neighborhoods, more extensive and more frequent rapid public transit, prioritizing pedestrian and bike safety and modes of transit over automobiles. More affordability of housing and choice of housing types that meet the needs of families and older adults.	7/13/2024 10:53 AM
317	Increase in construction density and mixed use zones.	7/12/2024 11:40 PM
318	I'd like to see Portland increase it's public transportation infrastructure with rail and bus rapid transit projects. There's no reason why Portland needs to expand more outward when we can simply just densify areas. I'd like to see Portland focus on climate change initiatives and be one of the leaders in the US, and expanding the UGB and increasing the reliance on car-centered infrastructure directly opposes those initiatives.	7/12/2024 8:13 PM
319	Denser housing and neighborhoods.	7/12/2024 7:47 PM
320	Less car oriented development. It’s 2024. Climate change. We know better.	7/12/2024 6:10 PM
321	more bike and transit friendly	7/12/2024 5:31 PM
322	Better wider and marked streets.	7/12/2024 1:10 PM
323	A focus on improving the areas that are already part of the UBG	7/12/2024 12:14 PM
324	Less implementation of luxury apartment buildings that few can afford to live in, more focus on affordable housing.	7/12/2024 7:47 AM
325	Development patterns and alternative transportation, these two are intrinsically linked and, to move into more sustainable forms of transportation means moving away from single family housing as the standard. We must move towards more varied housing options to include row-houses/townhomes, apartments, condos, cottage courts, duplexes, triplexes and anything else that can provide sustainable mid-density housing. Part of providing this too includes taking a closer look at zoning requirements and doing away with unnecessarily restrictive codes including minimum setbacks, parking requirements, and anything else that holds the area back from the most sustainable development possible which includes mixed use zoning, completely separate people from every day conveniences is absurd and past development patterns have led to strip malls and big box retailers taking over, driving out small businesses in many places and further unsustainable car oriented development. Alternative transportation too must be encouraged to include transit and cycling access for all. With sustainable mid-higher density this can be achieved much easier, however metro must commit wholly, protected/separated need to be the standard in everything but the most calm residential streets, and also not reserved only for the highest speed most dangerous roads, and transit too must be as convenient as possible for all. Trimet has been making improvements, well needed ones	7/12/2024 7:15 AM

	however there is so much more that could be done, the idea of a downtown MAX tunnel has been floating for some time but if trimet ever wants to make MAX a truly viable option for further distance travel this idea must be considered further and implemented.	
326	Density and mix use land around transit corridors. Potentially look into a MUPTE like (Eugene) to spur affordable housing.	7/12/2024 12:22 AM
327	Greater emphasis on keeping Portland green as can be. It's why we love this city so much.	7/11/2024 11:52 PM
328	Building up and not out. Don't allow Portland to become like Denver, Los Angeles or other inequitable cities that can only rely on automobile transportation. Building dense cities increase access to nature for all residents.	7/11/2024 10:31 PM
329	Better mass transit. It's the only way to grow outside of Portland and not become another hell hole like LA	7/11/2024 6:57 PM
330	Minimize the role of the automobile. Stop sprawling onto new greenfield land. Revitalize existing neighborhoods. Eliminate surface parking lots of more than 1-3 spaces (in favor of on-street, underground, structured, or no parking). Build out complete, connected, safe, high-quality regional and statewide, bicycle, pedestrian, and transit networks. Complete the Coast to Gorge Trail and begin work on other elements of the Infinity Loop concept. Make cooperative housing a permanent and meaningful housing option within the region.	7/11/2024 6:12 PM
331	More high-quality transit options like regional rail and bus-rapid transit.	7/11/2024 4:27 PM
332	Better infrastructure for getting into the city core from the outskirts. Currently the only option for many is to drive but by doing so, we add to the environmental impacts and many of the routes are not very friendly. If we are going to put more family-priced housing on the edges, then we need to provide safe, economical and quicker ways to get to work and family in the city core.	7/11/2024 10:33 AM
333	Denser walkable neighborhoods, better transit, regional connection to jobs	7/10/2024 10:14 PM
334	More density in urban areas	7/10/2024 9:51 PM
335	allow cities/counties to bring in several hundred acres at their edges into development for new single-family homes with yards - like houses with one thousand square feet in foot print and 1 to 2 thousand square feet for yard. Use these edge areas to design more technological oriented cities allowing bicycle and walking to be the main way getting to a common vehicle depot for accessing other parts of the Metro area. Allow robotic, drone delivery.	7/10/2024 8:30 PM
336	Only high density housing added to any area expanding, with abundant low income housing.	7/10/2024 5:14 PM
337	Increased density, especially along transit corridors (transit oriented development), and a greater quantity of mixed-use middle density housing.	7/10/2024 12:08 PM
338	Stop expanding ugly townhouses into our beautiful countryside.	7/9/2024 9:48 PM
339	Want to see keeping original neighborhoods, use of more technology to deal with water and sewer, and more affordable housing of all types. There are cheaper more effective solutions other than a big sewerplant.	7/9/2024 3:43 PM
340	better transportation and less traffic / less need to make long trips and fewer trips / all housing will cost 30% or less of individual or family income / more natural areas and recreation	7/9/2024 3:15 PM

Q6 How do you identify your gender? (Select all that apply).

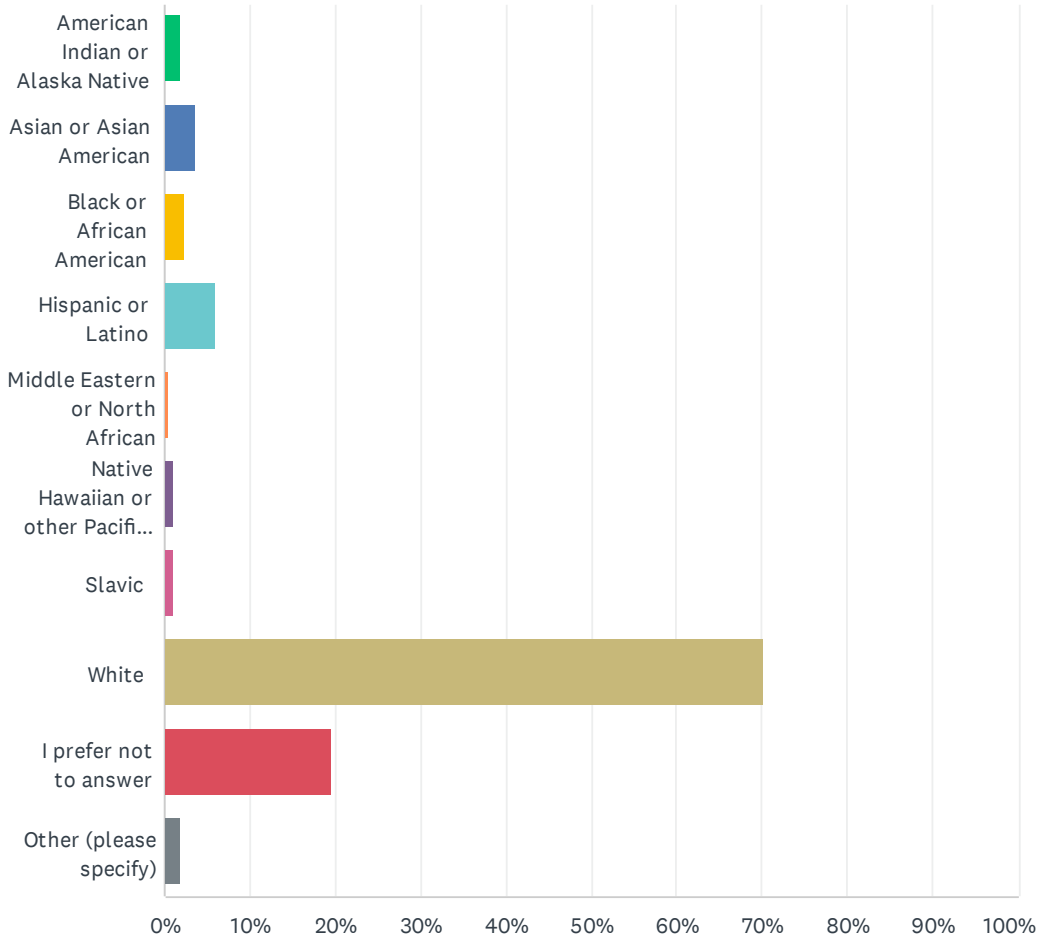
Answered: 307 Skipped: 58



ANSWER CHOICES	RESPONSES	
Female	41.04%	126
Male	43.97%	135
Non-binary	4.56%	14
I prefer not to answer	9.45%	29
Other (please specify)	1.30%	4
Total Respondents: 307		

Q7 Which of the below best describe your race/ethnicity? (Select all that apply).

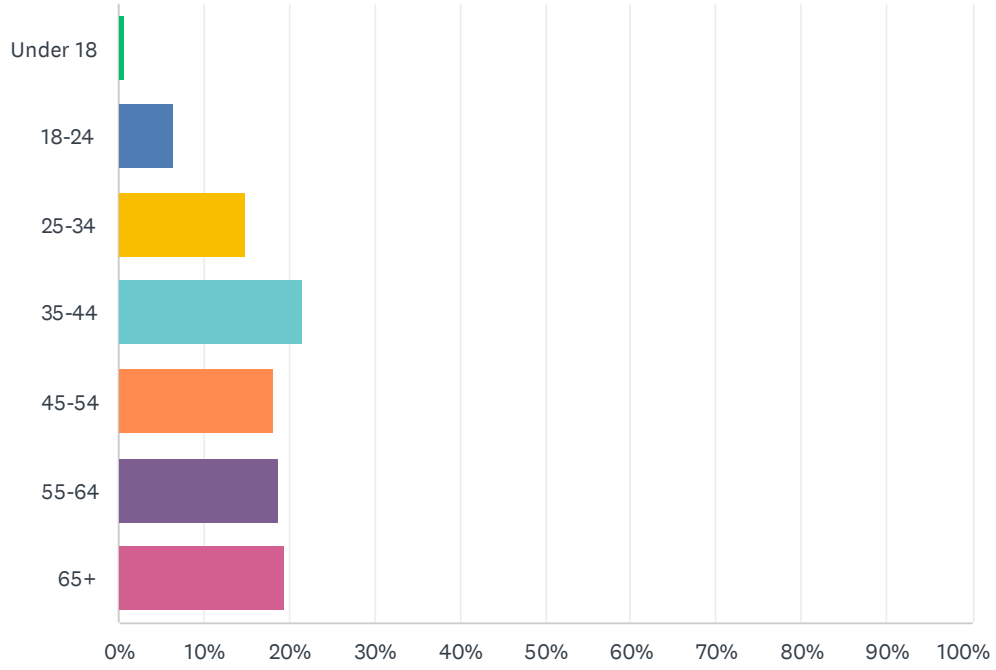
Answered: 305 Skipped: 60



ANSWER CHOICES	RESPONSES	
American Indian or Alaska Native	1.97%	6
Asian or Asian American	3.61%	11
Black or African American	2.30%	7
Hispanic or Latino	5.90%	18
Middle Eastern or North African	0.33%	1
Native Hawaiian or other Pacific Islander	0.98%	3
Slavic	0.98%	3
White	70.16%	214
I prefer not to answer	19.67%	60
Other (please specify)	1.97%	6
Total Respondents: 305		

Q8 What is your age?

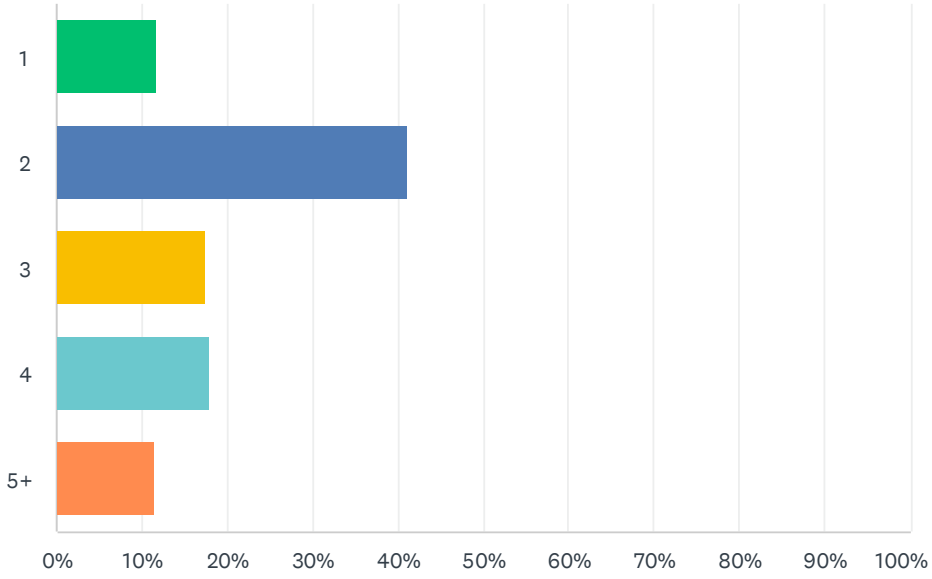
Answered: 293 Skipped: 72



ANSWER CHOICES	RESPONSES	
Under 18	0.68%	2
18-24	6.48%	19
25-34	15.02%	44
35-44	21.50%	63
45-54	18.09%	53
55-64	18.77%	55
65+	19.45%	57
TOTAL		293

Q9 How many people live in your home (including yourself)?

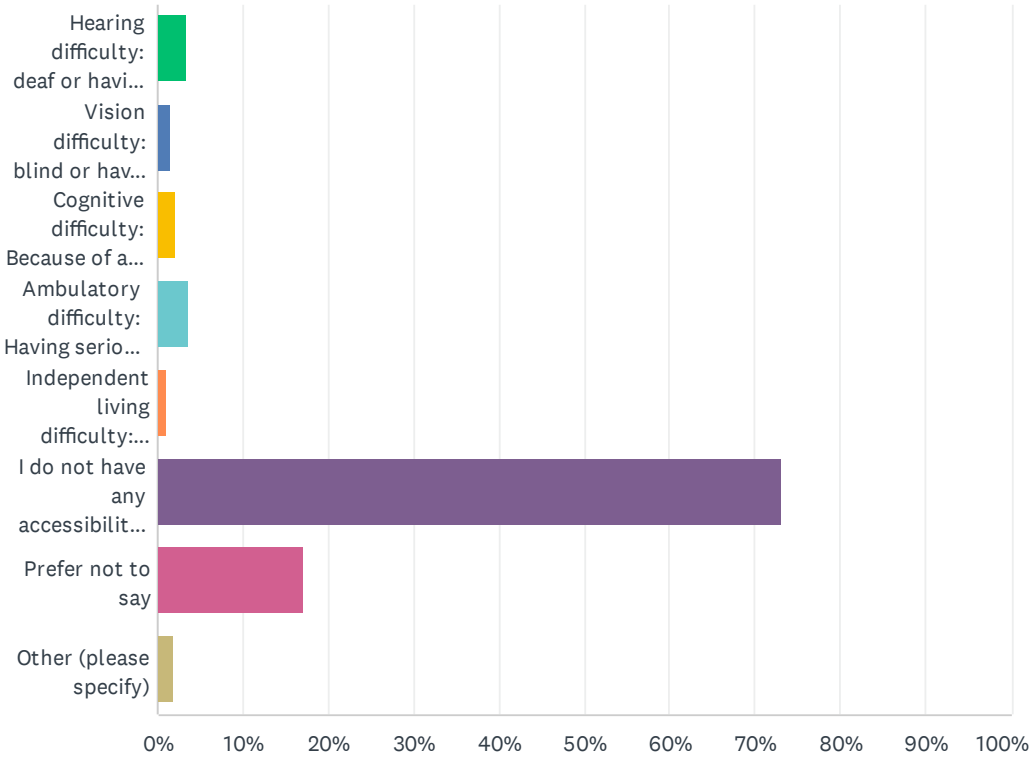
Answered: 296 Skipped: 69



ANSWER CHOICES	RESPONSES	
1	11.82%	35
2	41.22%	122
3	17.57%	52
4	17.91%	53
5+	11.49%	34
TOTAL		296

Q10 Do you have any accessibility difficulties that you would like us to be aware of? (Select all that apply).

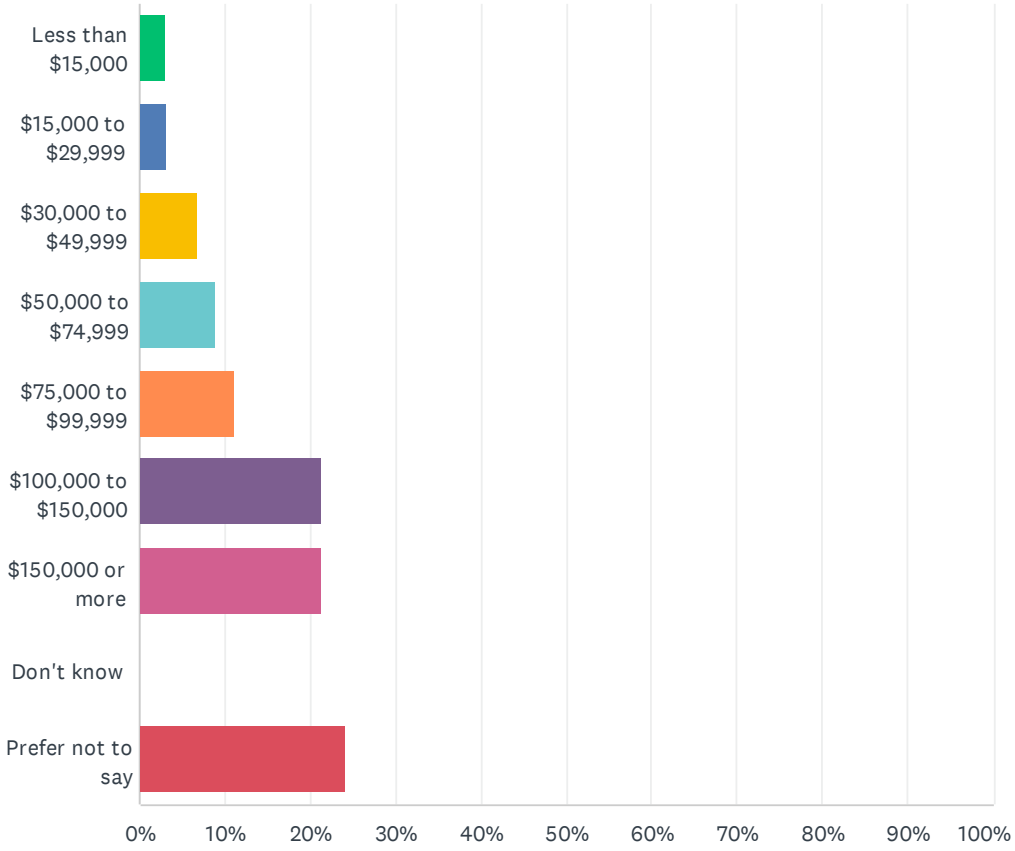
Answered: 271 Skipped: 94



ANSWER CHOICES	RESPONSES	
Hearing difficulty: deaf or having serious difficulty hearing	3.32%	9
Vision difficulty: blind or having serious difficulty seeing, even when wearing glasses	1.48%	4
Cognitive difficulty: Because of a physical, mental, or emotional problem, having difficulty remembering, concentrating, or making decisions	2.21%	6
Ambulatory difficulty: Having serious difficulty walking or climbing stairs	3.69%	10
Independent living difficulty: Because of a physical, mental, or emotional problem, having difficulty doing errands alone such as visiting a doctor's office or shopping	1.11%	3
I do not have any accessibility requirements	73.06%	198
Prefer not to say	16.97%	46
Other (please specify)	1.85%	5
Total Respondents: 271		

Q11 How would you describe your income?

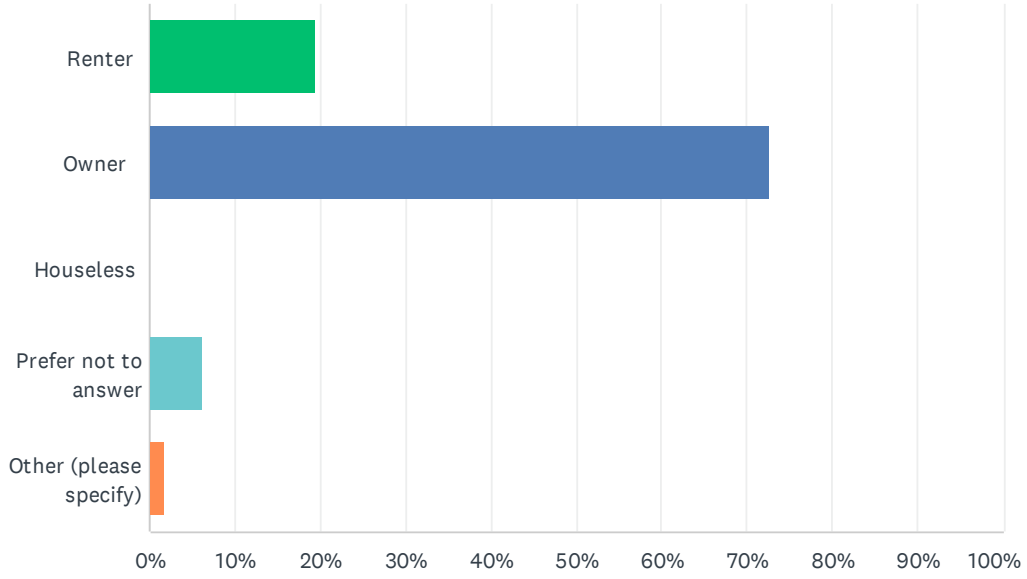
Answered: 304 Skipped: 61



ANSWER CHOICES	RESPONSES	
Less than $15,000	2.96%	9
$15,000 to $29,999	3.29%	10
$30,000 to $49,999	6.91%	21
$50,000 to $74,999	8.88%	27
$75,000 to $99,999	11.18%	34
$100,000 to $150,000	21.38%	65
$150,000 or more	21.38%	65
Don't know	0.00%	0
Prefer not to say	24.01%	73
TOTAL		304

Q12 How would you describe your housing tenure?

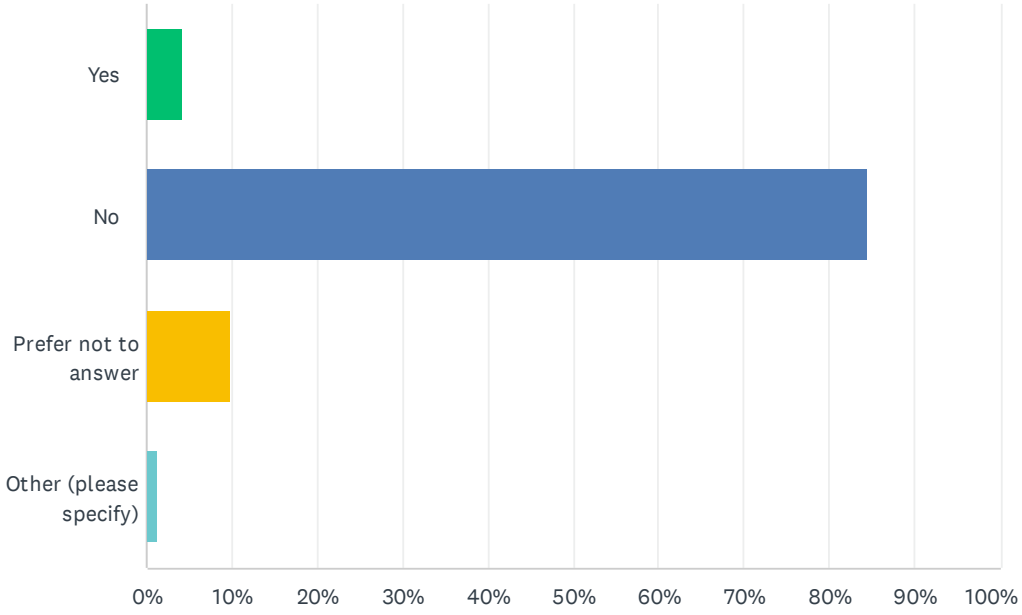
Answered: 303 Skipped: 62



ANSWER CHOICES	RESPONSES	
Renter	19.47%	59
Owner	72.61%	220
Houseless	0.00%	0
Prefer not to answer	6.27%	19
Other (please specify)	1.65%	5
TOTAL		303

Q13 Are you an immigrant or refugee?

Answered: 304 Skipped: 61



ANSWER CHOICES	RESPONSES	
Yes	4.28%	13
No	84.54%	257
Prefer not to answer	9.87%	30
Other (please specify)	1.32%	4
TOTAL		304

Q14 What is your zip code?

Answered: 284 Skipped: 81

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11	97140	8/22/2024 4:41 PM
12	97140	8/22/2024 1:22 PM
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14	97209	8/22/2024 11:41 AM
15	97140	8/22/2024 10:28 AM
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17	97140	8/22/2024 3:04 AM
18	97215	8/21/2024 11:14 PM
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284	97215	7/9/2024 3:19 PM

APPENDIX B

Public comment emails and letters

Miriam Hanes

From: Rachel Adams <[redacted]>
Sent: Tuesday, August 20, 2024 11:32 AM
To: Metro 2040
Subject: [External sender]Sherwood West Concept Plan Opposition

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

To whom it may concern,

I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Rachel Adams

//
Play Nice PR
Rachel Adams (she/her)
[redacted]

8/21/2024

BPS Comments on July Draft of Metro Urban Growth Report (UGR)

Metro is narrowly framing this decision as to whether or not the Sherwood West expansion area should be brought into the UGB. The UGR has broader implications for the region in terms of how we expect to grow in a way that is equitable and meets other regional goals, such as reducing carbon emissions.

The Urban Growth Report (UGR) is an opportunity to frame future regional planning discussions such as the regional housing production strategy, a refresh of the 2040 Growth Concept, and a regional economic development strategy.

Our concern is that the UGR is underestimating population and housing growth, underestimating residential capacity; underestimating industrial job growth, overestimating industrial land supply and underestimating commercial land supply. BPS staff raise the following issues with methodology and assumptions to better align with regional policy objectives, which are described in detail below.

Housing

The 2044 population forecast is for much slower growth, primarily due to declining birth rates. We are concerned that the Metro forecast is too low, which will affect planning for housing that will result in insufficient housing capacity in the future. The Metro forecast is based on national growth rates – which misses the important context that, historically, Oregon has grown faster than the nation and the Portland region has grown faster than the state (captured a greater share the state's growth). The UGR lacks important comparisons to state forecasts as context for selecting a growth scenario.

Metro should select the Strong Urban Market housing mix with high population/household forecast. This scenario best fits the expected older, smaller households. It also addresses affordability concerns and the need for more affordable multi-dwelling and middle housing units. The UGR notes that 81% of future households will be financially challenged or unable to purchase homes with current median sales price at roughly $550,000 in today's dollars.

Metro's scenario results indicates that this scenario results in a deficit of 24,000 multi-dwelling units. This deficit is overstated because Metro's housing capacity methodology vastly undercounts the redevelopment potential in Portland and the region. The UGR assumes that only 20% of the most feasible properties will redevelop. Buried in a footnote, the UGR states that if redevelopment rate is increased to 40% of the most feasible properties, this deficit would be eliminated. For example, under the 20% redevelopment rate, Metro assumes that Portland only has capacity for 60,000 units. Whereas in our recently adopted 2023 Housing Needs Analysis, we found that Portland has a financially feasible development capacity of 237,000 units.

Finally, the regional forecast is not just about the UGB decision. It is used in other policy decisions (not just for managing the UGB). The housing forecast will be provided to the State (OHCS/DAS) to establish the jurisdiction level housing targets. Also, the forecast will be the basis for Metro's regional housing production strategy – which will be an important regional discussion on how to address housing needs for older, smaller households with affordability challenges.

Employment

Metro's employment forecast is tied to the population forecast. Metro's fundamental assumption that lower population growth will mean slower economic growth because access to labor will be the constraining factor could be a self-fulling prophecy. Workforce is mobile. Capital is mobile. Development

capacity is not. If the region has the land capacity for businesses to expand then workers will migrate to the region. If the region does not have the land capacity, then economic growth will be constrained.

- Jobs in the Portland MSA grew 56%-63% faster than the national economy in each of the last three business cycles (Portland EOA Trends Report). Above-average regional job growth has been supported by our competitive strengths, including growing industry clusters and planned livability that attracts talent, as recognized in our economic development strategies (CEDS, Oregon Business Plan, Advance Portland). The UGR's methodology does not account for these past trends and regional advantages. The average annual growth rate (AAGR) of Oregon Employment Department's (OED's) current 2022-2032 projection is 1.1% for Total Nonfarm Employment, compared to 0.46% in the draft UGR. Why does the UGR predict that long-term regional job growth will now slow down to the national average?
- Workforce-in-migration should be a forecast variable – Economic forecasts typically analyze sector trends, capital inputs (such as land supply), and market opportunities. Economic growth will attract workers, rather than the UGR's population-trumps-economy approach.
- Noisy in-migration data – The in-migration graph cited in the UGR indicates wide variations, rather than a hard stop for job growth. In-migration also varies widely with economic trends that don't appear to be considered in the UGR's population forecast, such as business cycles, sector growth trends, and median income trends, each of which shape in-migration through economic opportunity.
- Local sectors/traded sectors – We agree that regional population growth is an important driver of market size and job growth in 'local sectors' that serve regional markets. However, market opportunities in 'traded sectors' that serve markets outside the region are unrelated to local population size. At minimum, the UGR's connection between population growth and job projections should be removed from the goods production and distribution sectors that make up most industrial land demand and primarily serve traded-sector markets.

As with the population forecast, the UGR is lacking context or comparison to State of Oregon forecasts. The UGR also could benefit from an equity analysis that discusses the type of jobs and wages that will be available, especially for workers without 4-year college degrees.

The region needs a land supply strategy that includes a deeper analysis of sector and business growth opportunities and how they match with the region's employment land supply in order to create equitable economic opportunity.

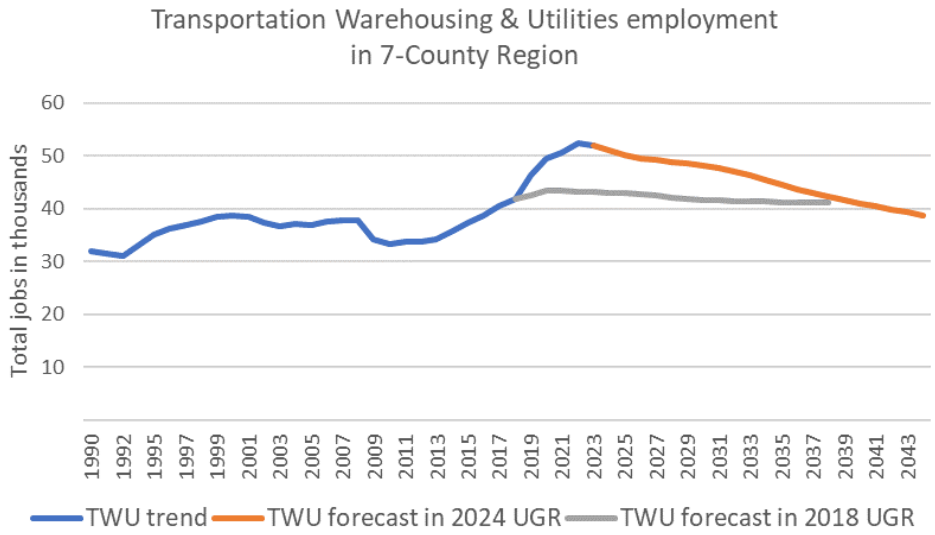
Industrial

Inadequate Industrial Land Supply – The UGR widely understates industrial land demand, relative to growth trends and State of Oregon employment projections. It overstates the suitable land supply to meet the region's distinct segments of demand. Coming to the opposite conclusion of the UGR, the private market has found inadequate industrial land supply since around 2015, evident in the region's low industrial vacancy rates and rising rents of the last decade. What is Metro's rationale for such a different and low industrial demand forecast?

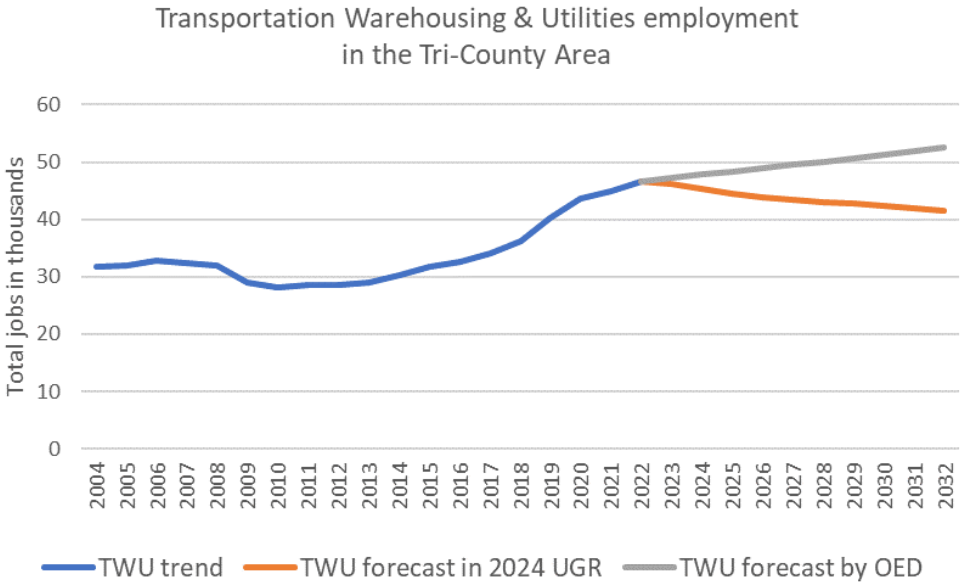
Transportation & Warehousing (Logistics) forecast – Metro's no-growth forecast for the logistics sector in the 2018 UGR and the declining forecast in 2024 UGR eliminates most of industrial land demand. Metro's industrial employment sector forecast is too low and not consistent with Oregon Employment Department (OED) forecasts. Specifically, BPS staff has raised concerns about the forecasted decline in

the warehouse and distribution sector when the OED and the federal Bureau of Labor Statistics (BLS) forecast continued growth. Metro made a similar assumption in 2018, when it forecasted zero-growth for logistics jobs, when, since 2015, it has been a high job-growth sector and the region's predominant employment land demand.

- The current UGR forecast for major decline in Logistics jobs is the opposite of its rapid growth trend in the last decade and current national/state/regional employment agency forecasts for continuing above-average growth, as shown in the charts below. Metro's regional projection of -1.4% annual change (AAGR) in Transportation Warehousing & Utilities jobs over the next decade (2022-2032) compares to 0.8% AAGR by Bureau of Labor Statistics nationally and 1.2% AAGR by OED in the Tri-County area. City staff would be interested in better understanding this aspect of the analysis and discussing the potential associated regional policy implications.



Sources: Trend from CES data by BLS. Forecast data by Metro in 2018 and draft 2024 Urban Growth Reports



Sources: Trend data from CES by OED. UGR forecast from July 2024 draft by Metro. Oregon Employment Department projections for 2022-2032.

- Logistics is a critical sector to get right in the UGR forecast, because Logistics businesses are the primary source of Warehouse & Distribution development (along with Wholesale Trade) and thus industrial land demand. Warehouse & Distribution buildings made up 75% of the MSA's total occupied industrial space in 2019 and 93% of the new occupied space in the recent 2008-2019 business cycle (CoStar data).

3,600-acre demand discrepancy for Logistics and Manufacturing – The draft UGR forecast for 1,400 additional industrial acres to 2044 is undercounting regional demand by about 3,600 acres relative to OED's regional projections in the Logistics and Manufacturing sectors alone (see table below). The sector-trends methodology of OED's projections is a better fit for employment land planning because of its consistency with employment and development trends and with State Planning Goal 9 requirements for trends-based forecast.

Estimated Tri-County forecast discrepancy in industrial land demand between Metro's draft 2024 UGR and Oregon Employment Department's 2032 projections						
	Forecast AAGR	Tri-County Jobs in 2024	Jobs in 2044	2024-2044 Job Change	Building SF	Land (ac.) Demand
Transportation Warehousing & Utilities						
Metro Draft UGR 2024	-1.4%	45,200	34,300	-10,900	-16,639,900	-1,273
OED, 2032 projections	1.2%	47,600	60,700	13,100	19,998,500	1,530
Discrepancy				24,000	36,638,400	2,804
Manufacturing						
Metro Draft UGR 2024	0.1%	101,400	102,900	1,500	1,037,600	72
OED, 2032 projections	0.8%	102,900	120,900	18,000	12,451,300	866
Discrepancy				16,500	11,413,700	794
Total Discrepancy				40,500	48,052,100	3,598

Automation impacts - Metro staff has offered automation as a reason for slower job growth in Logistics and Manufacturing. Other sources support different conclusions. After accounting for automation

impacts, current BLS national projections (which inform OED's regional projections) conclude that Logistics will continue to grow jobs substantially faster than the overall economy. BLS projections also indicate substantially higher output growth than employment growth in Logistics and Manufacturing, which in turn indicates increased land demand. Automated warehouses and factories still need land, and productivity gains of automation support higher land demand. Like BLS, McKinsey's projected job impacts of automation in urban areas indicate losses mainly in office support occupations, modest losses in manufacturing production, and gains in transportation occupations: Future of work in America | McKinsey. Considering the example of self-driving trucks, an extensive USDOT study in 2021 found "vast uncertainty" in future labor market impacts, including losses and gains over several decades with net impacts difficult to predict.

Other underestimated sources of industrial demand – In addition to the growth rate discrepancies for logistics and manufacturing, the UGR underestimates demand in a variety of other ways.

- Business-cycle impacts – Long-term sector growth rates span the job losses and gains of business cycles. In contrast to the predominantly industrial-sector job losses in the region's three previous recessions, the combined industrial sectors were the least impacted in recent COVID recession. The UGR misses this major source of long-term industrial growth by starting the forecast period in 2024, which particularly understates the long-term trend in Logistics.
- Target cluster incentives - The expanded growth potential of target industry clusters, supported by economic development policies and business assistance and incentive programs, is another example of undercounted demand. For example, the region's Cleantech and Electronics clusters are expected to broadly benefit from the 2022 federal industrial policy incentive of the Inflation Reduction Act and Chips Act.

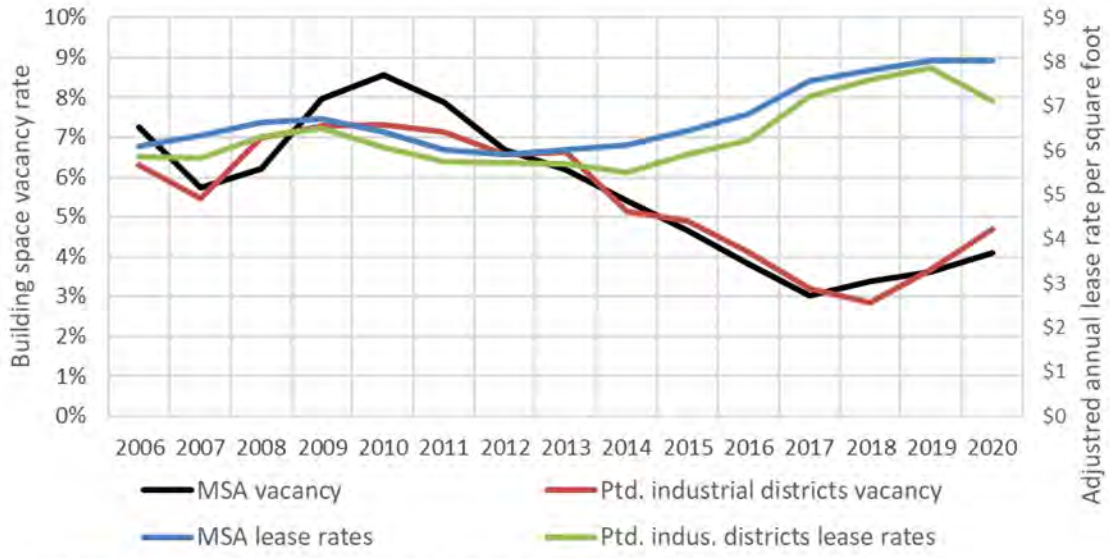
Overstated industrial land supply – While the UGR's industrial land supply for Portland (1,200 acres) is relatively consistent with BPS' preliminary estimate, we are concerned that Metro has overestimated the industrial land supply in the rest of the region in a variety of ways.

- Suitable supply for location-specific demand – The UGR does not track land demand nor supply based on location-suitability criteria or a regional trend analysis by business district type. Instead, the UGR appears to assume that industrial land supply is loosely substitutable across the region. This is not the case when businesses make location decisions. The largest discrepancy is the concentration of the region's Logistics and Wholesale jobs in industrial districts near interstate highways and multimodal freight infrastructure. Some of the region's Warehouse & Distribution land demand is substitutable at dispersed locations, but most of it is not. For example, the City of Portland has 73% of tri-county Logistics jobs, but Portland's freight-hub districts are building out. Portland's 2016 EOA and current industrial land supply studies raise concerns about Portland's tight industrial land supply and ability to meet future demand in these freight-hub districts. The UGR lacks the detail in location needs for different industrial sectors and region's ability to accommodate their growth or the consequences of failing to meet the demand (sprawl to exurban areas).
- 10-acre and larger lot demand – The UGR does not appear to compare land demand and supply by site size. We are concerned that the region has an inadequate supply of 10-acres or larger sites. Larger sites made up 68% of new industrial construction in Portland in the last business cycle. While industrial land demand is present across the site-size distribution, our preliminary

land demand and supply analysis shows the potential for several hundred acres of unmet demand for sites 10 acres and larger in Portland, which are businesses that will seek locations elsewhere in the region (or outside the region).

- Industrial land readiness investment – A third major example of over-stated industrial land supply in the URG is the region's underfunded needs for industrial land readiness. Metro's Industrial Land Readiness toolkit clarifies this issue in detail.
- It is unclear if Metro's methodology adequately accounts for constraints on development for factors such as brownfields, small parcel sizes (less than 0.5 acres); and steep slopes. These factors contribute to overstating the effective supply.

Misreading the tight industrial land supply – BPS is concerned that the UGR sends the wrong message (finding more than adequate industrial land supply) at time of low vacancy rates and increasing rents and land values. The region's traded sector economic base that drives regional prosperity relies primarily on industrial land. The UGR could drive complacency that will undermine long-standing regional economic development goals. Market-effective industrial land supply has been tight in the region since 2015 (see chart below), as building vacancy rates dropping below 5% have pushed up rents to less competitive levels for growth. In turn, the metro area's tight land supply generates sprawl beyond the region. A Colliers' 2023 report on the 'I-5 OR/WA logistics corridor' (see link) identifies 62 industrial projects under construction last year that span the Portland and Seattle metro areas and the I-5 corridor between them.



Source: BPS from CoStar data; annual inflation-adjusted rates (2020 $)

Recommendations – BPS made similar comments about the 2018 UGR that were not taken into account. The UGR employment land methodology needs rethinking.

- Trend-based forecast scenario – The draft UGR employment forecast and capacity analysis is used for other purposes, such as economic development strategies and public and private investments, that go beyond the immediate decision on the UGB. Metro should acknowledge Oregon Employment Department's current sector projections for the Tri-County Area as a UGR forecast scenario that is primarily based on sector trends and not tied to Metro's population

forecast. The average annual growth rate (AAGR) of OED's current 2022-2032 projection is 1.1% for Total Nonfarm Employment, compared to 0.4% in the draft UGR. OED's projection methodology more closely fits the market-trend approach required of cities and counties by Oregon's Goal 9 for employment land planning.

- Rethink UGR employment forecast and capacity analysis - the next (2030) UGR should better align with Oregon's Goal 9 requirements for adequate employment land capacity, estimating demand from market trend opportunities of employment land types, substantially delinked from the population forecast. It should address Goal 9 requirements to analyze land supply and demand by employment land type and to analyze supply and demand by site size for each land type.
- Regional growth capacity strategy – Metro should lead work to prepare a market-responsive regional land-supply strategy to meet industrial demand in suitable locations. This work should be completed to inform the next UGR. It should include analysis and recommendations for industrial land readiness funding and Urban Reserves expansion in market-responsive locations. Current inventory gaps include predominant demand for 10+ acre sites and lack of capacity in near interstate highways or multimodal freight infrastructure. Additionally, cities and counties lack financial resources to overcome development barriers on sites in the existing industrial land supply.

<u>Commercial</u>

Commercial employment forecast appears to be reasonable, but the UGR is missing key details on office/retail/institution sector allocations and resulting demand that are needed to make an informed decision.

Please consider adjusting the commercial land supply analysis and methodology. Metro's backcasting redevelopment probability discount rates drastically reduces commercial development capacity. The proforma financial feasibility methodology is biased towards residential development, which does not adequately account for a residential/commercial split based on recent development trends. Finally, the methodology does not account for intensification of existing businesses/buildings. In the face of increased demand, businesses will add employees/shifts, expand hours and otherwise use existing building space more efficiently and increase productivity without increasing land demand.

The underestimating of commercial land capacity leads to the erroneous conclusion that the region has a deficit of commercial land.

<u>Sherwood West</u>

The UGR needs additional information on how the expected residential, industrial and commercial capacity increases in the Sherwood West area will help meet regional needs.

Generally, the city of Portland is a proponent of infill and redevelopment within the UGB and bases considerations about UGB expansions on their ability to promote urban growth patterns that fulfill the regional policy objectives of equity, housing affordability, economic opportunity and reducing carbon emissions. Those considerations include UGB expansions that:

- Promote and accommodate housing options that include middle housing and higher density multi-dwelling and/or mixed use developments;

- Address the regional need for affordable housing for a wide range of households;
- Create a land use pattern (20+ units per acre) that can be cost effectively served by transit and active transportation; and
- Accommodate large site industrial uses with protections in place to prevent conversion to non-industrial uses.

As proposed, the Sherwood West concept plan does not meet these criteria. The housing element is low-density, expensive housing with minimal opportunities for middle housing with no affordable housing strategy and will not serve the region's future housing needs or address its affordability challenge. The commercial development in the form of wine country hospitality (with no supporting plan to provide affordable housing for workers) is inappropriate to meet the regional commercial land needs. The employment area is promising but various references to "mixed" employment raise concern that the large lot industrial opportunity will not come to fruition. The employment area should be designated on Metro's Title 4 map as a Regionally Significant Industrial Area and not subject to conversion or leakage to commercial uses. Finally, the concept plan lacks an equity analysis and any discussion on how it can address racial income disparities in the region.

Equity analysis

Metro's equity analysis is limited to a look back at UGB expansion areas in Happy Valley and Bethany. These case studies lack comparison to the region as a whole and consideration of household income levels and are not representative of or informative as to how this analysis reflects a regional perspective.

There is no equity analysis of the regional forecast and land capacity analysis – both in terms of housing and employment opportunities. Nor is there any equity analysis of the Sherwood West expansion area and how it can address racial income disparities in the region.

Miriam Hanes

From: Eryn Kehe
Sent: Thursday, August 22, 2024 8:36 AM
To: Miriam Hanes
Subject: Fwd: BPS comments on the draft UGR
Attachments: Metro Urban Growth Report BPS comments 08.21.24.pdf

Miriam,

More UGR comments.

Eryn Deeming Kehe, AICP
She / her
Urban Policy and Development Manager
Metro

From: Armstrong, Tom <[redacted]>
Sent: Wednesday, August 21, 2024 5:21:23 PM
To: Catherine Ciarlo <[redacted]>; Malu Wilkinson <[redacted]>; Eryn Kehe <[redacted]>; Ted Reid [redacted]; Josh Harwood [redacted]
Cc: Kountz, Steve [redacted]; Diefenderfer, Patricia [redacted] Emerald Bogue <[redacted]>; Bouillion, Tom <[redacted]>
Subject: [External sender]BPS comments on the draft UGR

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

Thank you for the opportunity to meet and provide feedback on the draft UGR. As a follow up to our recent meeting, we would like to share these summary comments to help inform your COO recommendation. Also attached is additional detailed feedback on specific topics.

BPS' feedback is focused on the broader policy implications of growth projections beyond the implications for the pending UGB expansion proposal. Our request is that Metro consider those broader policy implications for the region in terms of how we expect to grow in a way that is equitable and meets other regional goals, such as housing affordability, equitable economic opportunity and reducing carbon emissions, when considering its recommendations to the Metro Council.
Overarchingly, by basing the regional forecast on national forecasts, the UGR is missing the important context that, historically, Oregon has grown faster than the nation and the Portland region has grown faster than the state.

While we agree that population will grow slower than in the past, we are concerned that the Metro forecast is too low, which will affect planning for housing that will result in insufficient housing capacity that will continue to exacerbate our housing affordability challenges. Metro should select the Strong Urban Market housing mix with a high population/household forecast to ensure that future growth

patterns reinforce the goals to have compact development and provide a wide range of housing types to accommodate changing socio-economic demographic factors. This scenario best fits the expected trends for older, smaller households. It also addresses affordability concerns – the future need will be for multi-dwelling and middle housing units. Eighty-one (81%) of future households will be financially challenged or unable to purchase homes with current median sales price at roughly $550,000. Metro can select this scenario without creating the need for a massive UGB expansion by adjusting the redevelopment rate in the development capacity model (see attached detailed comments).

The consequence of not planning for population growth is that it will likely constrain the state and region's economic growth. The assumption that that lower population growth will mean slower economic growth because access to labor will be the constraining factor will serve as a constraint to future economic growth and expansion. Given post-Covid trends, we know that the workforce and capital are mobile. If the region has the land capacity for businesses to expand then workers will migrate to the region. If the region does not have the land capacity, then economic growth will be constrained. The Oregon Office of Economic Analysis proscribes a similar practice (page 32) - Oregon's economic condition heavily influences the state's population growth. It is economy that determines the ability to retain existing work force as well as attract job seekers.
Similarly, our concern is low industrial job projections could also serve to constrain economic development potential in the state and the region over the longer term. Projecting low industrial employment and identifying an "oversupply" of industrial land could undermine longstanding city and regional efforts to make investments (brownfield clean up and infrastructure investment) that will make industrial land ready for development. The message that the region has an abundant supply of industrial land could dissuade decisionmakers and leaders from difficult decisions and prioritizing the investments needed to realize that economic opportunity. The net result will be a lack of middle wage job opportunities that will advance city and regional equity and climate goals. The UGR assumptions for industrial job growth vary widely relative to regional growth trends and State of Oregon employment projections. The UGR comes to the opposite conclusion of the private market, which has found inadequate industrial land supply since around 2015, as evident in the region's low industrial vacancy rates and rising rents and land values of the last decade. As it relates to the commercial land supply, Metro's redevelopment probability discount rates and a bias towards residential development drastically reduces the commercial development capacity. For example, Metro finds that Portland has 34 acres of commercial capacity, whereas BPS' analysis finds that figure to be 500 acres.

Generally, the city of Portland is a proponent of infill and redevelopment within the UGB and bases considerations about UGB expansions on their ability to promote urban growth patterns that fulfill the regional policy objectives of equity, housing affordability and reducing carbon emissions. Those considerations include UGB expansions that:

- Promote and accommodate housing options that include middle housing and higher density multi-dwelling and/or mixed-use development;
- Address the regional need for affordable housing for a wide range of households;
- Create a land use pattern (20+ units per acre) that can be cost effectively served by transit and active transportation; and
- Accommodate large site industrial uses with protections in place to prevent conversion to non-industrial uses.

As proposed, the Sherwood West concept plan does not meet these criteria. The housing element is low-density, expensive housing with minimal opportunities for middle housing and no affordable housing strategy and will not serve the region's future housing needs or address our affordability challenge. The commercial development in the form of wine country hospitality (with no supporting plan to provide affordable housing for workers) is inappropriate to meet the regional commercial land needs. The employment area is promising but various references to "mixed" employment raise concern that the large lot industrial opportunity will not come to fruition. The employment area should be designated on Metro's Title 4 map as a Regionally Significant Industrial Area and not subject to conversion or leakage to commercial uses. Finally, the concept plan lacks an equity analysis and any discussion on how it can address racial income disparities in the region.

The Urban Growth Report (UGR) is an opportunity to frame future regional planning discussions such as the regional housing production strategy, a refresh of the 2040 Growth Concept, and a needed regional discussion on economic development land needs that go beyond the technology sector.

We look forward to continuing this discussion.

Tom Armstrong, Supervising Planner
he/him
City of Portland Bureau of Planning and Sustainability
[redacted]

The City of Portland is committed to providing meaningful access. For accommodations, modifications, translation, interpretation or other services, please contact at [redacted] or use City TTY [redacted].

-----Original Appointment-----
From: Metro Planning, Development and Research Calendar <[redacted]>
Sent: Wednesday, July 24, 2024 1:50 PM
To: Metro Planning, Development and Research Calendar; Emerald Bogue; Kountz, Steve; Armstrong, Tom; Bouillion, Tom; Catherine Ciarlo; Wilkinson, Malu; Eryn Kehe; Ted Reid; josh.harwood; Dennis Yee; David Tetrick; Diefenderfer, Patricia
Subject: UGB follow up (Port/Metro/City of Portland)
When: Tuesday, August 6, 2024 2:30 PM-3:30 PM (UTC-08:00) Pacific Time (US & Canada).
Where: Teams/virtual

Thank you for making time for this meeting to follow up on draft Urban Growth Report technical questions. (Adding Patricia Diefenderfer to this meeting per Catherine's request.)
Below is a draft agenda:

- Welcome and introductions
- Project schedules
  - Growth management schedule
  - 2040 Future Vision schedule
  - Distributed forecast schedule

- City of Portland and Port concerns
- Next steps

Kind regards,
Lisa Hunrichs (she, her)
Executive Assistant to the Director and Deputy Director
Metro Planning, Development, and Research
Cell: [redacted]

Miriam Hanes

From: Ted Reid
Sent: Friday, April 5, 2024 3:26 PM
To: [redacted]
Cc: 2040
Subject: RE: Sherwood West

Hi Dave,
You are correct that the City of Sherwood has submitted a proposal for adding the Sherwood West urban reserve to the urban growth boundary. I can't speculate on what the Metro Council's decision will be. Under state law, they can only add land to the UGB if there is a demonstrable regional need for it. We have not yet completed that analysis, which will be released in draft form in late June. Sorry I can't be of more assistance at this time.

Thanks,
Ted

Ted Reid
Principal Regional Planner
Planning, Development and Research Department

Metro | oregonmetro.gov
600 NE Grand AVE
Portland, OR 97232-2736

[redacted]

From: Dave Balfour <[redacted]>
Sent: Thursday, April 4, 2024 4:13 PM
To: 2040 <[redacted]>
Subject: [External sender]Sherwood West

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

Good afternoon,

I am working with the City of Sherwood and Clean Water Services on some land valuations in the Sherwood West expansion area.

It is my understanding that Sherwood is submitting to Metro the Sherwood West concept plan (attached) to Metro in a request for UGB expansion this year (2024).

I am hoping to report in my appraisal the likelihood or probability of Metro expanding UGB. I understand nothing is definitive, but I also want to know if there is a strong chance that the UGB expansion could be denied.

Thanks for your time. Feel free to call.

Dave

David E. Balfour, MAI
President, Portland Valuation Group, Inc.
Certified General Appraiser
Phone: [redacted]
[redacted], Sherwood, OR 97140

DOING BUSINESS AS:

OREGON VALUATION GROUP

THE VALUATION GROUP
[redacted]
Sherwood, Oregon 97140
Voice: [redacted] [redacted]

Metro Council
600 NE Grand Ave
Portland, OR 97232

August 20, 2024

Re: Sherwood West Concept Plan Proposal

To Whom It May Concern:

My name is David Balfour, and I am a Commercial Real Estate Appraiser and am also a resident of Sherwood. As such, I would like to document my **support** to approve the Sherwood West Concept Plan as proposed by the Sherwood Planning Department as both a commercial real estate expert and a community member.

As an appraiser and investor, the Sherwood market has historically exhibited extremely limited employment land supply. While performing appraisal work and comparing real property sales in Sherwood, Tualatin, Wilsonville, Hillsboro, Beaverton, and other communities, it is consistently evident that Sherwood is the most constrained in terms of land supply as well as building supply. This creates barriers to market entry for tenant business owners. As an appraiser and investor, I believe my experience in these markets qualify me to understand the supply and demand constraints as well as the economic opportunity for the community of Sherwood (and the Portland Metropolitan Area as a whole). It should be noted that I have been monitoring the following potential expansion areas outside of Sherwood West:

- While there are lands in Hillsboro that were approved for industrial expansion, I personally have worked on +/-30 projects in that area over the past 18 months and know that every parcel is spoken for by a developer or users (all the way out to Jackson School Road where the UGB boundary lies). Thus, Hillsboro does not provide a substantive supply relief option.
- North Plains voters rejected expansion plans in May 2024, again providing no relief to the Portland Metropolitan area's industrial land shortage.
- On the east side, there are many transportation projects and funding constraints preventing parcels along Highway 212 from development based upon information I have gathered from multiple appraisal assignments. Again, the east side of Interstate 5 does not provide substantive supply relief options.
- Furthermore, it is frustrating to watch the growth that Vancouver and Clark County are experiencing (and benefiting) from our businesses and companies relocating across the Willamette River for a variety of reasons including supply constraints. While that Southwest Washington submarket is soaring, the Portland Metropolitan area is losing business, jobs, and tax revenue which I believe can be partially offset by suburban land supply creation in Sherwood West.

TVG THE VALUATION GROUP
[redacted]
Sherwood, Oregon 97140
Voice: [redacted] [redacted]

- I want to point out that supply is constrained with hardly any fully served industrial sites. I was shocked to recently observe offers on a property that would take +/-5 years to simply perform site work (grading and utilities) to bring online for building construction.

Similarly, Sherwood has a shortage of residential housing supply which results in the available supply being significantly priced (upward pressure) and therefore unaffordable to many. I am a paid SSD employee (Football Coach) and volunteer on the Sherwood Youth Football Association Board where I hear from many parents that home pricing in Sherwood is extreme and prevents friends and family from moving to the area. Considering the planning and positioning of the Sherwood School District (which is one of the best in the state) to provide facilities that can accommodate substantive student growth, as well as surrounding lands that can support residential development, it is critical to increase residential land supply to maximize the Sherwood School District facilities and alleviate residential housing price affordability.

Lastly, and most critically, the recent roadway infrastructure improvements at two of Sherwood primary intersections (Sunset Blvd/Elwert Rd/Highway 99W and Roy Rogers Rd/Tualatin-Sherwood Rd/Highway 99WW) as well as the commuting routes of Roy Rogers Road and Tualatin-Sherwood Road, position both employment and residential users to benefit from urban expansion areas.

In closing, I believe that the community is well positioned from an infrastructure standpoint to support these expansion plans. Furthermore, expansion as proposed will strengthen the existing community and provide a highly desirable opportunity to work/live for the Portland Metropolitan area.

Therefore, I urge the Metro Council to approve the Sherwood West Concept Plan as proposed. Thank you for reading my testimony, your consideration of this matter is very much appreciated.

Sincerely,

David E. Balfour, MAI
[redacted]
Sherwood, OR 97140
Email: [redacted]
[redacted]

Miriam Hanes

From: Dave Balfour <[redacted]>
Sent: Tuesday, August 20, 2024 1:23 PM
To: Metro 2040
Subject: [External sender]Sherwood West Concept Plan Proposal - Written Testimony
Attachments: Dave Balfour Written Testimony.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hello,

Please see my written testimony regarding the Sherwood West Concept Plan Proposal. Let me know if you have any questions or need additional information.

David E. Balfour, MAI
The Valuation Group
[redacted]
Sherwood, Oregon 97140
P: [redacted]
This message was sent via voice text. Please forgive typographical errors.

Miriam Hanes

From: Brittni Beers <[redacted]>
Sent: Thursday, August 15, 2024 6:19 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Opposition to Sherwood West UGB Expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Brittni Beers-Branco

Sent from my iPhone

Miriam Hanes

From: Hella Betts <[redacted]>
Sent: Friday, January 26, 2024 11:08 AM
To: 2040
Subject: [External sender]Metro decision on a UGB expansion request end of this year (2024) Sherwood, OR

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good Morning Metro:

As a property owner of 13 acres on 19945 & 19525 SW Kruger Rd, Sherwood, Or - outside of the UGB, I strongly support to be included in the UGB. We are directly behind the new Sherwood High School with a "turn around intersection of Elwert and Kruger which causes traffic going from Newberg to Hillsboro. The congestion from the High School Literally makes the case for growth, road improvement, local businesses so students do not have to use cars to cross 99W. Sherwood is the "gateway to the coast and wine country" it would be SAD to be like Tigard and just be a "drive though".

This also could be a promotion advertising to come to "OREGON as a DESTINATION".

Thank you,
Hella Betts
[redacted]
Sherwood, OR 97140

August 9, 2024

Metro Councilor Christine Lewis
(via email)

Dear Councilor Lewis:

I am writing on behalf of the Borland Property Owners Association, which represents owners located along I-205 and south of the Tualatin River (map attached) – and which has been in "Urban Reserves" for many years. It is part of the largest area within Metro's boundary that is Urban Reserves, and it is the only formerly Tier 1 Urban Reserve not yet within a UGB. Our comments focus on the need for housing, recognizing that there also is a significant market need for business/industrial land.

Metro's Draft Urban Growth Report (DUGR) as presented to Council is not merely a statistical exercise. It is in fact a package of major policy decisions that should be rigorously discussed by the Council in open, regularly scheduled Council meetings and only after that voted upon.

The DUGR appears against a backdrop of what is widely described as a housing crisis: A shortage of tens of thousands of units of housing that is affordable to working Oregonians, as well as a severe shortage of housing accessible with either direct or indirect subsidies.

In summary, we have a large supply-demand imbalance. Lack of supply has driven Portland-area costs well above comparably sized, successful cities. For example, based on National Association of Realtors sale price data from Q1 2024 (attached):

- Charlotte, North Carolina, is about 10% larger than Portland but its housing costs are about 20% less.
- Pittsburgh is of comparable size and its housing costs are about 42% of those of Portland.
- Even Phoenix, Arizona, is nearly twice Portland's size by population and yet its housing costs are about 10% less.

All these areas are prosperous, desirable places to live – and are more affordable than Metro Portland.

This crisis prompted Metro to go to the ballot and get approval for an income tax to pay for housing subsidies, and it has prompted the Legislature and Governors to collaborate on passage of major housing measures in recent years.

And yet there has been little movement of Metro-controlled urban growth boundaries, the most tangible means by which Metro can increase the supply of legally buildable land and by doing so mitigate costs. If we really are in the midst of a housing crisis, then moving UGBs should be part of the action plan to counter it.

[redacted] Portland, Oregon 97229 [redacted] · [redacted]

Our problem has become a negative flywheel feeding on itself: Excessive costs discourage in-migration necessary to make up for the macro trend of an aging native population, primarily driven by the Baby Boom generation and decreasing family sizes among following generations. An aging population leads toward economic stagnation and limited opportunity for the working-age population.

While Metro cannot realistically change the macro aging trend among the native population, in-migration is well within Metro's policy influence. It is not merely a matter of picking a high, medium, or low in-migration projection. *The policy choice before the Metro Council is whether to encourage in-migration*. It can do so by greatly expanding the supply of housing land.

The DUGR also makes highly questionable assumptions about acceptable density. While noting that younger people are willing or even desire to live in dense multifamily housing, it fails to note that many of today's 20-somethings soon will be 30-somethings with young families seeking single-family homes with a yard. If Metro expands UGBs now, then the housing they likely will desire could be reasonably available within 10 years.

The report also notes increasing amounts of dense or attached single-family housing such as multistory townhouses, and projects proportionately more such housing *without acknowledging the growing need of the older component of the population for single-level housing*.

Metro has a responsibility to meet these needs, which cannot be met entirely by infill and redevelopment. It cannot meet its responsibility to provide for sufficient legally developable land by merely ratifying a report that, despite its earnest statistical analysis, is a series of guesses tilted toward a slow- or no-growth policy choice.

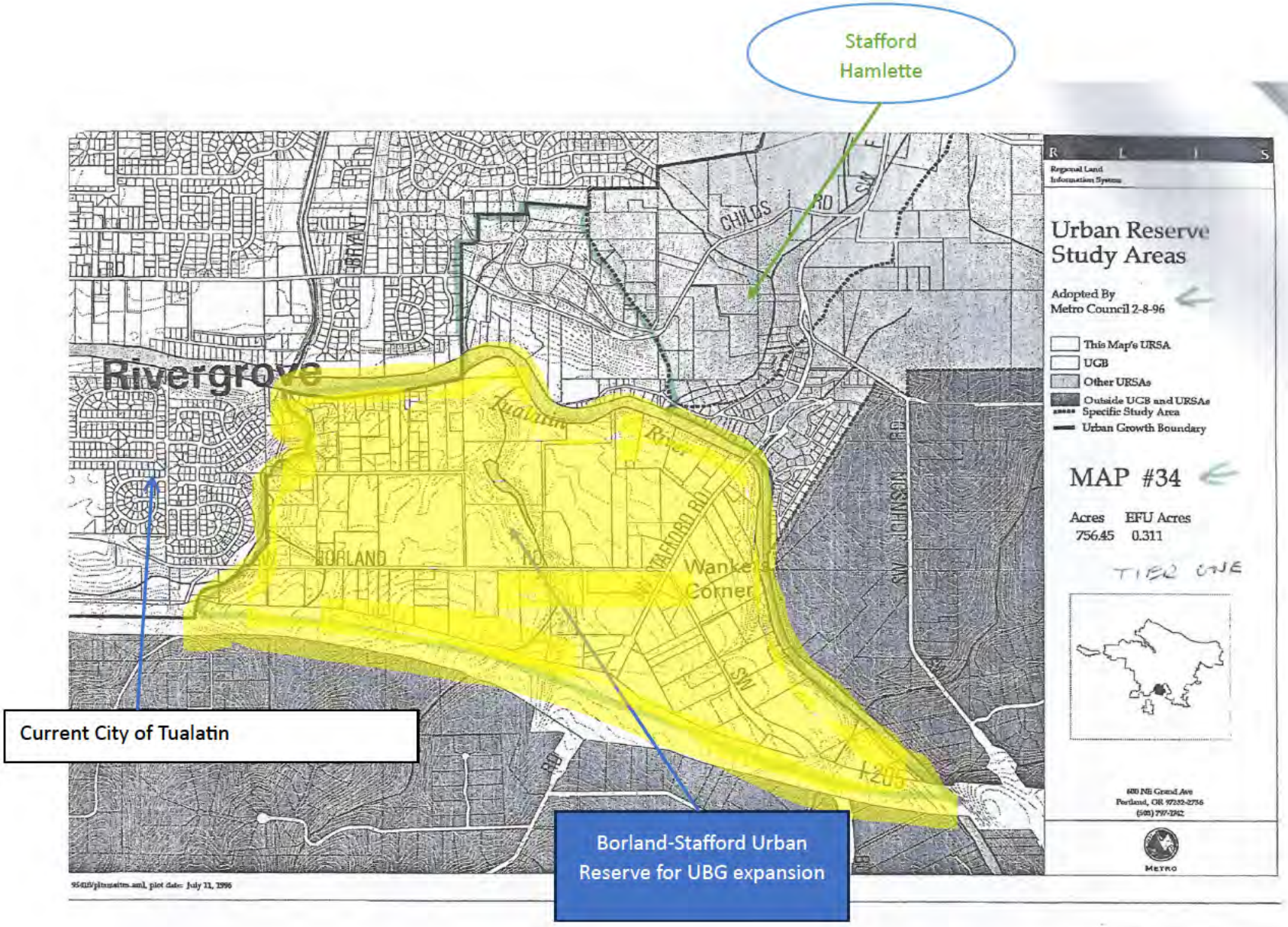
Borland can be part of the solution and help Metro meet its statutory responsibility. Based on consultation with civil engineers and developers over many years, we are confident that the developable acreage in Borland easily could accommodate approximately 1,500 units of mixed types of housing, along with an adequate supporting retail center. Its existing access to I-205 and major arterials, with improvements, make it an ideal location from which to commute to jobs along the I-205 and I-5 corridors.

To have the deepest, broadest impact on metropolitan Portland's shortage of both housing and industrial land, Metro must make bold policy decisions like bringing Borland out of Reserves and into a developable UGB.

Best regards,



Tom Holt
for Borland Property Owners Association


Stafford
Hamlette
Rivergrove
Tualatin River
BORLAND RD
Wanker Corner
SW
CHILDS RD
SW FARMINGTON RD
SW JOHNSON RD
Current City of Tualatin
Borland-Stafford Urban Reserve for UBG expansion
Regional Land Information System
Urban Reserve Study Areas
Adopted By Metro Council 2-8-96
This Map's URSA
UGB
Other URSAs
Outside UGB and URSAs
Specific Study Area
Urban Growth Boundary
MAP #34
Acres 756.45
EFU Acres 0.311
TIER ONE
600 NE Grand Ave
Portland, OR 97232-2736
METRO

Page 64

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Median Sales Price of Existing Single-Family Homes for Metropolitan Areas

CBSA Code	Metropolitan Area	2021	2022	2023 r	2023 I	2023 II	2023 III	2023 IV r	2024 I p	Q1-Q1 %Chya
					(Not Seasonally Adjusted, 000s)					
	U S	357 1	392 8	394 1	371 0	402 5	406 3	391 3	389 4	5 0%
	NE	394 1	426 0	444 4	394 1	452 6	467 7	441 0	437 6	11 0%
	MW	263 3	281 9	290 8	263 6	301 2	304 6	282 3	283 1	7 4%
	SO	317 5	359 5	362 0	345 9	367 6	367 9	359 4	357 3	3 3%
	WE	558 8	617 1	602 6	559 3	609 5	623 2	609 3	600 3	7 3%
40980	Saginaw, MI	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
41940	San Jose-Sunnyvale-Santa Clara, CA	1640 0	1797 8	1765 0	1618 4	1800 0	1850 0	1750 3	1840 0	13 7%
11244	Anaheim-Santa Ana-Irvine, CA	1099 0	1235 0	1260 0	1195 5	1250 0	1305 0	1299 5	1365 0	14 2%
41860	San Francisco-Oakland-Hayward, CA	1320 0	1350 0	1272 5	1140 0	1335 0	1300 0	1251 0	1300 0	14 0%
46520	Urban Honolulu, HI	996 2	1126 7	1055 9	1029 0	1060 7	1061 9	1069 4	1085 8	5 5%
41740	San Diego-Carlsbad, CA	830 0	911 0	931 2	880 0	942 4	978 5	931 6	981 0	11 5%
42020	San Luis Obispo-Paso Robles, CA	762 1	889 3	888 6	850 2	890 9	889 9	912 1	909 3	7 0%
37100	Oxnard-Thousand Oaks-Ventura, CA	980 2	896 9	903 3	844 8	904 9	921 5	916 8	908 7	7 6%
41500	Salinas, CA	886 6	899 2	933 4	863 9	915 6	945 3	993 9	899 2	4 1%
34940	Naples-Immokalee-Marco Island, FL	645 0	782 0	790 0	777 0	850 0	770 0	755 0	850 0	9 4%
31084	Los Angeles-Long Beach-Glendale, CA	801 3	849 4	833 4	746 8	789 4	897 6	884 4	823 0	10 2%
14500	Boulder, CO	782 7	857 8	857 2	836 9	871 2	857 8	849 4	822 4	-1 7%
42660	Seattle-Tacoma-Bellevue, WA	698 6	756 2	735 0	699 3	760 8	744 3	732 2	755 3	8 0%
14460	Boston-Cambridge-Newton, MA-NH	642 2	685 6	714 0	644 4	734 2	745 1	704 7	704 7	9 4%
12700	Barnstable Town, MA	617 8	683 0	715 4	672 7	711 5	731 0	737 8	701 7	4 3%
35004	Nassau County-Suffolk County, NY	635 1	670 8	683 5	653 2	673 4	702 3	696 6	695 9	6 5%
35614	New York-Jersey City-White Plains, NY-NJ	535 8	589 2	623 9	560 2	608 8	650 5	659 2	663 1	18 4%
35620	New York-Newark-Jersey City, NY-NJ-PA	561 0	607 6	636 9	577 3	629 0	665 0	659 3	659 2	14 2%
14860	Bridgeport-Stamford-Norwalk, CT	630 0	657 7	694 1	600 7	722 4	728 5	681 9	658 1	9 6%
19740	Denver-Aurora-Lakewood, CO	607 1	670 1	661 0	636 1	674 5	673 0	652 3	651 0	2 3%
42140	Santa Fe, NM	535 5	610 3	638 7	608 7	641 0	669 4	629 7	631 1	3 7%
33100	Miami-Fort Lauderdale-West Palm Beach, FL	480 0	557 5	593 0	560 0	605 0	602 5	600 0	625 0	11 6%
35084	Newark, NJ-PA	512 3	563 3	621 7	513 4	635 6	672 7	628 4	610 1	18 8%
39900	Reno, NV	531 8	596 6	585 8	535 8	585 8	608 0	599 0	605 9	13 1%
22660	Fort Collins, CO	514 3	610 0	611 2	590 4	628 9	622 1	586 1	604 5	2 4%
47900	Washington-Arlington-Alexandria, DC-VA-MD-WV	544 3	585 0	602 7	557 2	629 0	612 6	591 7	600 2	7 7%
40140	Riverside-San Bernardino-Ontario, CA	510 0	565 0	565 0	550 0	570 0	565 0	565 5	579 9	5 4%
38900	Portland-Vancouver-Hillsboro, OR-WA	536 4	591 0	584 8	556 8	599 4	593 4	579 4	574 0	3 1%
41100	St George, UT	462 7	583 2	537 6	512 2	548 0	541 9	541 6	554 8	8 3%
41620	Salt Lake City, UT	486 1	569 1	542 2	522 7	546 9	554 5	541 0	551 2	5 5%
40900	Sacramento--Roseville--Arden-Arcade, CA	500 0	540 0	527 1	500 0	530 0	542 0	535 0	533 9	6 8%
38860	Portland-South Portland, ME	418 1	473 0	505 1	462 8	538 7	528 0	495 5	512 4	10 7%
35840	North Port-Sarasota-Bradenton, FL	405 0	505 6	510 0	500 0	525 0	515 0	499 9	510 0	2 0%
31700	Manchester-Nashua, NH	412 6	466 0	485 3	441 9	489 5	505 6	486 8	508 4	15 0%
39340	Provo-Orem, UT	475 7	569 1	510 5	492 6	520 3	532 7	500 9	507 4	3 0%
24540	Greeley, CO	453 0	489 3	484 9	471 7	489 0	491 7	484 5	482 6	2 3%
36260	Ogden-Clearfield, UT	417 8	483 0	475 1	451 9	485 6	481 7	478 6	482 1	6 7%
14260	Boise City-Nampa, ID	468 6	491 6	474 0	440 7	480 8	485 9	478 1	471 5	7 0%
39300	Providence-Warwick, RI-MA	396 1	440 9	460 9	417 0	462 3	480 1	467 5	470 7	12 9%
38060	Phoenix-Mesa-Scottsdale, AZ	415 4	477 9	459 6	439 7	464 2	467 2	466 5	470 5	7 0%
12420	Austin-Round Rock, TX	488 6	555 4	481 2	467 9	496 3	485 7	466 4	466 7	-0 3%
29820	Las Vegas-Henderson-Paradise, NV	397 0	466 4	450 4	431 4	449 6	460 6	459 6	465 4	7 9%
21660	Eugene, OR	417 1	463 9	465 4	451 0	475 4	476 9	450 4	462 7	2 6%
20524	Dutchess County-Putnam County, NY	397 0	431 8	440 3	397 0	434 7	460 1	457 0	454 1	14 4%
48900	Wilmington, NC	355 3	410 1	441 5	416 5	439 4	456 5	447 5	453 7	8 9%
15540	Burlington-South Burlington, VT	389 2	442 2	471 1	429 5	486 5	478 1	468 9	448 9	4 5%
17820	Colorado Springs, CO	432 9	463 4	460 4	444 7	467 1	466 3	459 3	448 8	0 9%
41420	Salem, OR	411 1	451 7	452 7	453 7	451 0	456 2	449 7	446 0	-1 7%
31540	Madison, WI	361 5	392 7	417 9	397 9	429 2	428 3	403 7	445 3	11 9%
11700	Asheville, NC	378 6	426 9	456 6	435 2	456 0	463 5	466 6	444 7	2 2%
11460	Ann Arbor, MI	348 8	373 8	435 3	398 0	485 0	448 0	410 0	440 9	10 8%
20500	Durham-Chapel Hill, NC	397 9	453 6	468 3	412 6	495 5	483 2	460 0	440 9	6 9%
39580	Raleigh, NC	392 8	455 3	459 9	420 0	471 6	478 6	461 2	439 8	4 7%
30860	Logan, UT-ID	364 2	441 6	431 7	441 9	440 6	421 0	424 3	436 1	-1 3%
42680	Sebastian-Vero Beach, FL	325 0	375 0	387 5	384 0	412 0	373 4	385 0	435 8	13 5%
36740	Orlando-Kissimmee-Sanford, FL	356 9	420 0	434 0	419 9	435 0	436 5	442 0	435 0	3 6%
49340	Worcester, MA-CT	371 7	409 1	436 6	387 6	452 0	456 5	434 3	430 9	11 2%
28420	Kennewick-Richland, WA	380 9	440 3	428 4	425 4	428 9	433 6	422 8	426 9	0 4%
38940	Port St Lucie, FL	332 0	400 0	409 9	391 5	410 0	413 6	420 0	425 0	8 6%
40060	Richmond, VA	342 8	374 0	393 0	362 3	395 0	401 7	412 8	425 0	17 3%
16700	Charleston-North Charleston, SC	375 2	416 1	423 2	406 0	430 2	421 5	429 0	421 4	3 8%

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	Metropolitan Area	2021	2022	2023 r	2023 I	2023 II	2023 III	2023 IV r	2024 I p	Q1-Q1 %Chya
					(Not Seasonally Adjusted, 000s)					
15980	Cape Coral-Fort Myers, FL	360 0	430 0	420 0	434 0	439 0	405 0	400 0	415 0	-4 4%
11260	Anchorage, AK	380 6	408 4	423 9	395 6	441 0	437 2	400 8	412 0	4 1%
28740	Kingston, NY	346 6	379 7	401 1	358 9	394 5	427 1	421 8	411 1	14 5%
23420	Fresno, CA	370 0	410 0	410 0	390 0	420 0	420 0	405 0	410 0	5 1%
23580	Gainesville, GA	345 0	393 9	401 5	383 5	420 4	401 5	398 7	405 8	5 8%
44060	Spokane-Spokane Valley, WA	382 1	423 9	412 7	383 4	424 4	433 2	397 6	405 4	5 7%
45300	Tampa-St Petersburg-Clearwater, FL	330 0	400 0	405 0	390 0	409 9	415 0	410 0	405 2	3 9%
34980	Nashville-Davidson--Murfreesboro--Franklin, TN	349 5	403 7	401 5	385 8	401 3	413 6	405 3	404 3	4 8%
18880	Crestview-Fort Walton Beach-Destin, FL	384 1	420 0	410 0	400 0	432 0	407 0	394 6	399 0	-0 2%
16740	Charlotte-Concord-Gastonia, NC-SC	354 1	397 7	398 0	387 2	403 1	406 9	395 1	398 3	2 9%
17020	Chico, CA	419 8	439 6	409 2	387 4	412 9	424 7	407 0	397 0	2 5%
27260	Jacksonville, FL	325 0	386 5	389 4	370 0	390 9	390 0	392 7	390 0	5 4%
46060	Tucson, AZ	331 2	371 9	377 1	362 6	383 3	381 6	378 8	389 7	7 5%
12580	Baltimore-Columbia-Towson, MD	358 1	378 2	388 6	357 8	399 8	406 3	383 9	385 0	7 6%
45940	Trenton, NJ	353 7	367 8	398 8	338 8	409 4	434 2	419 7	380 4	12 3%
39460	Punta Gorda, FL	315 0	388 9	375 0	378 0	380 0	374 4	371 0	379 8	0 5%
19100	Dallas-Fort Worth-Arlington, TX	336 7	385 5	381 9	372 4	389 8	385 7	376 2	377 7	1 4%
33460	Minneapolis-St Paul-Bloomington, MN-WI	354 8	375 4	379 9	361 5	386 7	387 9	374 0	373 5	3 3%
12020	Athens-Clarke County, GA	293 1	349 4	369 8	349 9	385 4	366 9	371 7	372 9	6 6%
12540	Bakersfield, CA	323 2	364 6	370 4	358 9	371 9	383 3	367 3	370 3	3 2%
37340	Palm Bay-Melbourne-Titusville, FL	305 0	356 4	359 0	350 0	360 0	365 0	360 0	370 0	5 7%
12060	Atlanta-Sandy Springs-Marietta, GA	317 2	365 1	370 0	354 3	376 5	379 2	366 9	369 2	4 2%
34820	Myrtle Beach-Conway-North Myrtle Beach, SC-NC	294 0	364 3	366 5	368 4	368 3	366 7	362 5	366 1	-0 6%
35300	New Haven-Milford, CT	300 0	339 0	356 9	314 8	365 8	373 1	363 7	364 9	15 9%
19660	Deltona-Daytona Beach-Ormond Beach, FL	290 0	349 9	355 0	345 0	355 0	357 0	362 4	360 0	4 3%
23540	Gainesville, FL	299 6	340 0	354 0	335 5	366 0	360 0	344 0	354 4	5 6%
33340	Milwaukee-Waukesha-West Allis, WI	319 0	345 3	372 4	339 6	387 4	386 1	359 0	354 0	4 2%
16940	Cheyenne, WY	320 6	354 7	360 9	341 2	363 2	376 1	359 4	351 7	3 1%
28940	Knoxville, TN	279 0	325 1	341 3	323 0	342 4	350 6	346 9	351 2	8 7%
37460	Panama City, FL	298 5	353 6	365 0	365 0	370 0	366 6	361 9	351 0	-3 8%
25540	Hartford-West Hartford-East Hartford, CT	297 8	325 8	355 9	314 9	357 8	375 1	358 2	350 4	11 3%
16980	Chicago-Naperville-Elgin, IL-IN-WI	330 4	345 6	351 2	321 0	362 6	365 1	343 3	349 3	8 8%
22220	Fayetteville-Springdale-Rogers, AR-MO	271 2	329 2	346 9	328 8	356 0	349 3	347 5	342 7	4 2%
37980	Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	305 0	333 1	349 8	315 3	352 9	368 5	353 5	342 5	8 6%
10740	Albuquerque, NM	292 5	336 6	353 3	335 2	361 4	363 2	348 7	341 8	2 0%
49420	Yakima, WA	327 1	352 1	350 6	335 7	356 7	354 3	349 6	341 5	1 7%
35980	Norwich-New London, CT	296 0	326 4	345 9	310 1	345 9	361 4	353 9	337 0	8 7%
47260	Virginia Beach-Norfolk-Newport News, VA-NC	285 0	323 9	334 4	313 2	339 7	344 5	335 0	336 5	7 4%
26420	Houston-The Woodlands-Sugar Land, TX	304 1	345 0	340 3	327 0	348 3	345 6	336 6	334 1	2 2%
44140	Springfield, MA	287 5	318 1	336 2	296 0	336 0	355 1	337 8	333 7	12 7%
29460	Lakeland-Winter Haven, FL	270 0	335 0	334 4	329 0	335 9	335 0	335 6	333 3	1 3%
40340	Rochester, MN	291 2	319 0	319 8	303 8	332 7	315 6	316 5	331 3	9 1%
12100	Atlantic City-Hammonton, NJ	293 3	319 2	318 5	288 7	317 5	336 9	328 8	330 9	14 6%
17860	Columbia, MO	255 0	288 9	304 1	290 6	310 1	316 4	294 8	329 0	13 2%
24860	Greenville-Anderson-Mauldin, SC	279 1	322 3	335 5	310 0	333 9	340 4	351 8	326 9	5 5%
24340	Grand Rapids-Wyoming, MI	267 7	297 7	317 8	290 5	330 3	329 4	309 2	325 4	12 0%
20100	Dover, DE	283 8	304 1	318 0	294 7	323 3	333 4	313 6	323 6	9 8%
10900	Allentown-Bethlehem-Easton, PA-NJ	266 4	297 2	326 6	298 0	330 7	338 2	325 1	321 8	8 0%
43620	Sioux Falls, SD	269 5	314 3	325 9	286 1	341 4	333 6	322 5	321 3	12 3%
15500	Burlington, NC	250 5	307 8	317 2	304 6	313 2	327 9	320 2	320 9	5 4%
37860	Pensacola-Ferry Pass-Brent, FL	281 0	325 0	324 0	319 9	330 0	325 0	317 3	320 0	0 0%
29540	Lancaster, PA	260 6	292 1	313 7	279 7	318 8	327 8	320 5	318 3	13 8%
39380	Pueblo, CO	286 7	305 3	308 5	312 4	307 0	309 5	304 7	314 8	0 8%
26620	Huntsville, AL	280 4	324 9	324 2	313 6	324 3	325 2	333 5	313 9	0 1%
28140	Kansas City, MO-KS	279 2	309 5	320 1	291 0	333 9	328 8	315 8	308 6	6 0%
18140	Columbus, OH	274 1	301 1	312 7	284 7	327 5	323 4	307 1	306 6	7 7%
41700	San Antonio-New Braunfels, TX	291 2	337 7	326 8	320 5	334 1	332 1	315 7	305 8	-4 6%
45220	Tallahassee, FL	273 7	310 0	323 3	305 0	332 0	326 2	322 0	305 0	0 0%
27740	Johnson City, TN	231 5	263 6	288 4	253 9	294 3	301 5	292 5	302 9	19 3%
16860	Chattanooga, TN-GA	255 3	290 0	296 2	281 8	297 4	313 1	293 2	302 3	7 3%
26980	Iowa City, IA	258 1	277 8	292 5	271 6	297 7	301 5	286 7	302 1	11 2%
26900	Indianapolis-Carmel-Anderson, IN	260 5	294 6	305 2	289 3	311 2	316 4	300 1	300 1	3 7%
38340	Pittsfield, MA	302 4	326 0	331 9	287 4	287 4	353 1	349 9	300 0	4 4%
17420	Cleveland, TN	248 7	290 3	301 0	285 3	301 9	322 2	290 3	297 3	4 2%
49180	Winston-Salem, NC	235 6	280 5	289 9	277 0	292 2	299 4	287 8	295 8	6 8%
13820	Birmingham-Hoover, AL	271 2	303 9	301 1	276 5	315 8	310 2	301 9	295 0	6 7%
35100	New Bern, NC	221 9	252 3	281 0	250 5	301 4	282 1	283 8	293 7	17 2%
43900	Spartanburg, SC	235 4	272 3	289 8	278 7	291 1	295 1	294 6	292 7	5 0%
13900	Bismarck, ND	273 7	271 0	277 0	258 5	277 4	293 0	269 6	290 0	12 2%
25180	Hagerstown-Martinsburg, MD-WV	245 4	271 9	286 0	264 4	293 2	289 3	290 7	288 4	9 1%

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	Metropolitan Area	2021	2022	2023 r	2023 I	2023 II	2023 III	2023 IV r	2024 I p	Q1-Q1
					(Not Seasonally Adjusted, 000s)					%Chya
19780	Des Moines-West Des Moines, IA	258 2	274 9	288 0	265 3	296 6	297 6	282 6	288 0	8 6%
24580	Green Bay, WI	234 5	259 4	289 8	257 6	296 4	305 2	282 6	288 0	11 8%
36540	Omaha-Council Bluffs, NE-IA	242 0	272 6	290 0	274 1	297 5	297 8	282 3	286 1	4 4%
36100	Ocala, FL	230 0	280 0	285 0	279 9	287 1	286 0	289 0	285 3	1 9%
11540	Appleton, WI	241 0	263 9	284 6	274 9	284 7	293 3	279 5	284 9	3 6%
43300	Sherman-Denison, TX	254 2	277 1	282 9	256 1	296 2	288 5	285 2	284 6	11 1%
24660	Greensboro-High Point, NC	228 6	270 3	282 4	266 2	287 0	287 7	286 3	283 8	6 6%
30700	Lincoln, NE	245 1	273 1	288 6	275 0	292 7	295 9	286 2	283 0	2 9%
25860	Hickory-Lenoir-Morganton, NC	231 2	257 3	285 4	271 6	284 0	299 2	284 5	282 9	4 2%
22020	Fargo, ND-MN	255 9	283 8	288 9	267 9	300 8	290 2	284 5	282 5	5 4%
10580	Albany-Schenectady-Troy, NY	257 6	279 6	296 6	259 8	296 3	313 2	307 4	281 4	8 3%
17140	Cincinnati, OH-KY-IN	243 4	263 0	282 0	252 2	294 2	293 3	278 2	280 6	11 3%
35380	New Orleans-Metairie, LA	268 1	285 6	275 9	265 2	287 1	281 5	263 3	277 7	4 7%
40220	Roanoke, VA	244 5	267 7	278 2	266 7	284 2	283 1	277 7	276 0	3 5%
22140	Farmington, NM	215 7	248 0	259 7	240 7	251 5	273 8	265 9	274 9	14 2%
39540	Racine, WI	228 2	250 2	262 0	230 4	258 3	272 9	274 9	274 1	19 0%
32820	Memphis, TN-MS-AR	248 7	271 6	274 5	268 6	287 9	280 0	255 8	272 4	1 4%
17900	Columbia, SC	233 2	269 9	273 3	262 8	277 6	276 9	273 0	268 4	2 1%
14540	Bowling Green, KY	236 4	256 5	272 6	249 2	275 8	274 9	283 9	267 2	7 2%
30460	Lexington-Fayette, KY	224 2	242 5	257 8	242 2	261 3	265 1	258 8	267 0	10 2%
18580	Corpus Christi, TX	250 0	273 4	273 7	263 7	274 9	279 5	276 3	266 6	1 1%
19460	Decatur, AL	204 2	234 1	247 0	240 5	245 8	263 1	238 4	262 6	9 2%
31140	Louisville/Jefferson County, KY-IN	235 6	254 2	263 8	246 0	270 9	271 9	262 3	262 0	6 5%
13980	Blacksburg-Christiansburg, VA	250 2	272 2	284 9	255 7	308 4	295 2	271 2	261 6	2 3%
12940	Baton Rouge, LA	249 4	269 2	264 7	262 9	268 6	263 7	262 9	260 0	-1 1%
10180	Abilene, TX	215 4	239 0	240 1	238 2	235 1	253 3	234 6	258 4	8 5%
39740	Reading, PA	216 2	234 0	259 8	231 8	267 5	271 2	261 0	258 0	11 3%
21340	El Paso, TX	200 8	237 1	240 6	224 2	221 8	254 6	261 8	257 7	14 9%
47580	Warner Robins, GA	214 8	239 3	258 4	253 0	254 5	267 6	255 5	257 1	1 6%
27340	Jacksonville, NC	203 8	237 6	258 8	243 5	265 2	265 2	257 8	253 3	4 0%
49620	York-Hanover, PA	221 0	240 8	258 7	242 5	265 8	264 9	256 4	253 1	4 4%
25420	Harrisburg-Carlisle, PA	219 3	239 1	252 6	230 6	250 7	268 2	254 5	252 4	9 5%
36420	Oklahoma City, OK	194 2	223 4	243 8	227 3	247 6	251 2	243 3	251 0	10 4%
28700	Kingsport-Bristol-Bristol, TN-VA	191 4	223 3	255 6	237 8	257 6	261 8	260 3	250 5	5 3%
46140	Tulsa, OK	221 6	242 3	254 3	238 8	262 0	258 7	255 5	250 0	4 7%
23844	Gary-Hammond, IN	223 3	247 1	253 8	236 9	260 9	259 1	254 8	249 3	5 2%
41180	St Louis, MO-IL	226 1	245 3	254 4	231 1	266 2	268 6	243 7	241 1	4 3%
22180	Fayetteville, NC	189 8	217 9	234 0	220 3	239 8	240 1	233 2	240 2	9 0%
19820	Detroit-Warren-Deaborn, MI	245 7	250 9	251 1	227 0	265 3	266 6	241 5	240 0	5 7%
19380	Dayton, OH	193 1	212 3	238 1	206 3	234 8	251 8	240 7	237 5	15 1%
44180	Springfield, MO	198 6	231 9	240 6	225 3	247 0	246 6	238 7	236 9	5 1%
24020	Glens Falls, NY	231 1	245 9	252 6	229 5	225 5	274 3	278 4	236 2	2 9%
30980	Longview, TX	210 5	239 7	240 8	232 5	243 8	245 2	240 6	234 8	1 0%
20260	Duluth, MN-WI	218 9	233 2	254 3	217 7	276 3	263 1	243 4	234 5	7 7%
14010	Bloomington, IL	184 3	208 8	231 5	196 9	239 0	243 4	230 4	233 3	18 5%
23060	Fort Wayne, IN	189 9	214 1	228 3	205 4	236 6	239 3	222 2	232 7	13 3%
22540	Fond du Lac, WI	177 0	190 9	233 9	187 7	243 4	238 6	224 4	232 2	23 7%
31180	Lubbock, TX	206 9	229 8	229 1	222 4	231 7	230 2	230 1	230 4	3 6%
15380	Buffalo-Cheektowaga-Niagara Falls, NY	209 9	230 0	240 5	206 8	236 8	260 6	243 5	229 7	11 1%
36780	Oshkosh-Neenah, WI	192 8	220 2	249 1	218 9	251 4	261 5	248 0	227 2	3 8%
11100	Amarillo, TX	202 1	218 4	222 9	210 2	223 6	230 7	225 7	222 9	6 0%
22500	Florence, SC	183 2	206 8	215 2	204 0	208 2	230 5	217 3	222 0	8 8%
13140	Beaumont-Port Arthur, TX	199 7	214 7	210 9	209 7	214 8	212 3	199 4	220 7	5 2%
48620	Wichita, KS	191 2	209 4	216 2	203 9	220 7	224 3	210 6	219 9	7 8%
27140	Jackson, MS	220 2	241 6	224 8	218 9	240 8	234 2	195 5	219 1	0 1%
33660	Mobile, AL	195 9	211 4	221 2	215 3	228 7	233 8	206 9	218 3	1 4%
43340	Shreveport-Bossier City, LA	196 4	213 6	216 0	215 6	224 8	210 5	211 2	213 6	-0 9%
40380	Rochester, NY	192 1	211 0	231 9	190 4	240 6	247 0	230 5	212 4	11 6%
25060	Gulfport-Biloxi-Pascagoulia, MS	192 1	213 8	220 8	205 3	229 2	222 4	219 1	210 8	2 7%
36980	Owensboro, KY	174 4	189 5	196 5	189 9	194 3	212 7	194 3	210 2	10 7%
29620	Lansing-East Lansing, MI	189 8	203 7	212 8	179 4	226 1	227 2	210 3	208 0	15 9%
38300	Pittsburgh, PA	205 5	213 5	216 3	191 0	225 9	231 1	210 2	207 1	8 4%
31420	Macon-Bibb, GA	180 0	213 1	215 4	201 8	219 9	219 2	215 1	206 8	2 5%
16020	Cape Girardeau, MO-IL	186 4	202 0	216 1	196 5	222 1	221 1	219 8	205 1	4 4%
16300	Cedar Rapids, IA	182 8	196 4	205 3	186 3	207 2	218 9	206 0	203 3	9 1%
30780	Little Rock-North Little Rock-Conway, AR	184 6	205 6	208 9	203 0	212 6	216 7	200 0	202 8	-0 1%
27900	Joplin, MO	158 7	177 7	183 9	173 4	188 3	193 6	181 3	201 7	16 3%
45060	Syracuse, NY	177 5	195 1	214 7	176 3	211 6	232 1	222 7	198 8	12 8%
33860	Montgomery, AL	189 5	198 7	201 4	185 4	214 2	210 2	193 4	198 1	6 9%
28100	Kankakee, IL	176 9	188 7	192 2	158 3	196 8	212 4	198 4	193 1	22 0%

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	Metropolitan Area	2021	2022	2023 r	2023 I	2023 II	2023 III	2023 IV r	2024 I p	Q1-Q1
					(Not Seasonally Adjusted, 000s)					%Chya
17460	Cleveland-Elyria, OH	198 8	215 7	214 3	191 4	228 7	236 7	190 7	191 9	0 3%
48660	Wichita Falls, TX	158 6	178 6	187 6	183 6	193 3	176 6	196 9	188 9	2 9%
16580	Champaign-Urbana, IL	178 3	191 1	200 9	157 2	211 9	222 9	195 1	188 6	20 0%
10420	Akron, OH	179 8	196 7	196 4	172 7	206 0	220 3	181 5	185 7	7 5%
45820	Topeka, KS	169 2	179 0	190 3	172 1	194 6	199 6	192 3	183 9	6 9%
15940	Canton-Massillon, OH	168 8	175 0	187 9	178 1	188 8	199 8	180 1	183 3	2 9%
43780	South Bend-Mishawaka, IN-MI	173 0	194 9	196 6	183 0	200 7	209 4	189 5	180 0	-1 6%
40420	Rockford, IL	156 2	162 5	172 6	149 7	176 3	181 7	175 7	179 8	20 1%
11500	Anniston-Oxford, AL	154 7	164 8	178 8	160 3	180 0	184 2	188 9	179 1	11 7%
47940	Waterloo-Cedar Falls, IA	152 4	166 7	169 0	159 1	171 5	174 2	171 9	177 0	11 3%
16620	Charleston, WV	161 3	167 4	174 7	156 6	173 5	190 5	177 3	175 8	12 3%
19340	Davenport-Moline-Rock Island, IA-IL	152 3	160 4	170 3	146 8	179 8	178 8	168 1	168 6	14 9%
45780	Toledo, OH	158 5	167 2	174 1	156 0	177 2	184 2	175 0	165 5	6 1%
21500	Erie, PA	146 6	158 3	169 2	155 3	169 0	174 2	174 2	164 1	5 7%
44100	Springfield, IL	146 7	157 0	163 2	147 9	162 6	170 1	166 2	163 0	10 2%
13780	Binghamton, NY	145 5	152 4	162 2	141 8	160 0	173 7	167 1	158 9	12 1%
49660	Youngstown-Warren-Boardman, OH-PA	133 3	139 9	147 6	133 6	157 3	151 3	146 3	142 5	6 7%
19060	Cumberland, MD-WV	132 9	134 8	142 7	120 0	145 4	152 4	149 5	141 8	18 2%
21300	Elmira, NY	142 0	149 1	150 9	160 0	144 5	156 6	142 7	135 8	-15 1%
37900	Peoria, IL	130 5	138 2	148 4	128 6	156 6	157 5	144 2	127 2	-1 1%
19500	Decatur, IL	112 6	120 0	126 0	110 3	133 4	128 2	125 1	122 8	11 3%
78010	St Croix, Virgin Islands	319 4	347 0	342 5	289 0	340 0	300 0	379 5	335 0	15 9%

*All areas are metropolitan statistical areas (MSA) as defined by the US Office of Management and Budget though in some areas an exact match is not possible from the available data
MSAs include the named central city and surrounding areas and may not match local reporting due to differences in specification N/A Not Available p Preliminary r Revised
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Miriam Hanes

From: Eryn Kehe
Sent: Monday, August 12, 2024 11:50 AM
To: Miriam Hanes
Subject: FW: Borland Property Owners letter on UGR
Attachments: Stafford-Borland Map.pdf; metro-home-prices-q1-2024-ranked-median-single-family-2024-05-08.pdf; Councilor Lewis Urban Growth Report letter - Borland Property Owners.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

The three of these document together constitute a public comment to the draft UGR. Can you save as one PDF with the letter first and include in the record?

Eryn

Eryn Deeming Kehe, AICP | Metro | Urban Policy and Development Manager
My gender pronouns: she her, hers | [redacted]

From: Ramona Perrault <[redacted]
Sent: Monday, August 12, 2024 11:43 AM
To: Andy Shaw <[redacted]>; Eryn Kehe [redacted]>; Ted Reid [redacted]
Subject: FW: Borland Property Owners letter on UGR

Just keeping folks in the loop.

Ramona Perrault
Policy Advisor
Metro
600 NE Grand Avenue
Portland, OR 97232-2736
[redacted]

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From: Tom Holt <[redacted]>
Sent: Monday, August 12, 2024 10:16 AM
To: Christine Lewis [redacted]
Cc: Ramona Perrault [redacted]
Subject: [External sender]RE: Borland Property Owners letter on UGR

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Apologies for the additional email. I left out a pair of attachments. Complete package attached.

Tom Holt
[redacted]
Book a meeting: [redacted]

From: Tom Holt
Sent: Monday, August 12, 2024 9:51 AM
To: [redacted]
Cc: [redacted]
Subject: Borland Property Owners letter on UGR

Councilor Lewis –

Please see the attached letter on behalf of the Borland Property Owners Association.

Best regards,
Tom Holt
The Holt Company
Government & Public Affairs
[redacted]
To schedule meeting with me: [redacted]

Port of Portland

August 19, 2024

SENT VIA EMAIL AND US MAIL

Marissa Madrigal, Chief Operating Officer
Oregon Metro
600 NE Grand Ave.
Portland, OR 97232

RE: Comments on 2024 Draft Metro Urban Growth Report

Dear Ms. Madrigal:

Thank you for the opportunity to comment on the 2024 Draft Metro Urban Growth Report (Draft UGR) on behalf of the Port of Portland (Port).

The Port is a major industrial landowner in the region and active participant in economic development efforts statewide, such as the Governor's Semiconductor Competitiveness Task Force and Clean Tech Manufacturing Task Force. We are also active members of several Metro-convened policy committees, including the stakeholder roundtable convened to inform the 2024 growth management decision. Based on these perspectives, we have closely reviewed the Draft UGR, and submit the attached technical comments.

At a high level, we recognize the bounds of this exercise and appreciate the work Metro has done to provide insight into the process and invite a variety of perspectives. At the same time, we are concerned that industrial land demand is understated, and the effective supply is overstated. Readiness and viability for development rely on several factors beyond acerage alone, and we fear that identifying a surplus of supply without this realistic overlay could have negative policy implications by limiting much needed public and private investment in site readiness within the Urban Growth Boundary (UGB).

Creating opportunities to grow traded sector employment is essential to Oregon, which is dependent on income tax, as well as providing living wage jobs for residents. In addition, this finding impacts other important policy documents, such as the Regional Transportation Plan.

Given the importance of this topic to the region and the state, we look forward to working with Metro and other partners on processes to ensure an adequate supply of industrial land moving forward. Such partnerships could include revisiting Metro's 2040 Growth Concept to identify long term strategies to provide for an adequate industrial land supply, particularly for key traded sector industries. It would also be helpful for regional partners to update both the Site Readiness Toolkit and the Brownfields Inventory. Having this objective and current information, with mutually aligned methodology, will help us better craft and execute strategies aimed at our common economic development, land use and transportation goals.

Thank you again for the opportunity to engage and comment. Please let us know if you have questions or if you are interested in discussing any of these points in more detail.

Sincerely,

Teresa Carr,
Director, Business Development & Properties

Port of Portland

Port of Portland Technical Comments on Draft UGR

- Potential Underestimate of Land Demand: The cumulative impact of the assumption in Appendix 3 appears to be leading to an underestimate of land demand for specific use categories such as warehouse/distribution.
  - Appendix 3-assumptions about industrial building square footage appear to be too low. Several Port warehouse/distribution tenants have over 5000/sf per employee, underscoring a long-term trend toward automation and mechanization in the logistics industry.
  - Appendix 3-assumptions for industrial floor area ratio (FAR) of .25-.5 is likely too high, based on users that require extensive exterior storage and/or laydown areas, for example auto importers/exporters, ship repair and wind energy fabrication.
  - Appendix 3 Table 2 indicates that the distribution of building types for the Transportation, Warehouse & Utilities sector (NAICS 22,48- 49) is "31% Office, 6% Institution, 10% Flex/BP, 1% Gen Industrial, 43% Warehouse, 9% retail". Based on our experience, the assumed amount of warehouse building type for this sector should be much higher and certainly the majority of building space.

- Inventory Criteria: At the 7/17/24 MTAC meeting, Metro staff was asked about including industrial land with a 7% or greater slope in the inventory. A representative from Washington County noted that land with a 5% slope is typically used for industrial land inventories. When asked how much land would come out of the inventory if a 5% slope was used as the metric, Metro staff indicated "about 1,300 acres". This single correction would result in a 22% reduction of the purported 5,900 acres of industrial inventory identified in the Draft UGR.
  - Appendix 6 notes that the median size for industrial parcels in the assumed inventory is .6 acres, comprising a total of 1,934 acres. Parcels this small are not suitable for an industrial use even if they are zoned industrially. "Suitable" under OAR 660 means serviceable land designated for industri or other employment use that provides, or can be expected to provide the appropriate site characteristics for the proposed use. The implication is that likely hundreds of acres currently counted as part of the existing industrial land inventory in the Draft UGR may not be suitable for industrial purposes.

- Sherwood Expansion Proposal: The single expansion proposal under consideration for the 2024 growth management decision is from the City of Sherwood. The Port provided a letter in support of the proposal in March, 2024 and we continue our support. In particular, we support adding industrial land that could accommodate semiconductor and other traded sector industries. To ensure those lands are available for industrial use, Metro may want to consider amending the Title 4 map to apply a Regionally Significant Industrial Area (RSIA) designation. Further, while the Port is not opposed to the inclusion of "Hospitality" land per se, we feel this category (and the need for such land) should be better defined to avoid setting an unintended precedent.

- Future Urban Growth Decisions: Incorporate an Economic Opportunities Analysis (EOA)-based analysis of sector and business-district growth opportunities across distinct parts of the region. Also, de-link the demographic and employment forecasts by acknowledging the potential for additional in-migration based on traded sector job-growth opportunities. Providing additional incentives for communities on the edge of the UGB to undertake concept planning and provide infrastructure for future expansion areas, particularly for needed industrial land, is also recommended.

Miriam Hanes

From: Greene, Erika <[redacted]>
Sent: Tuesday, August 20, 2024 1:42 PM
To: Metro 2040
Subject: [External sender]Metro UGR_Port Comments
Attachments: UGR Port Comments.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

The attached is being sent on behalf of:

Teresa Carr
Director, Business Development & Properties
Port of Portland

Thank you,

Erika Greene
Real Estate Assistant I Port of Portland
Business Development & Properties
she/her
e: [redacted]
p: [redacted]

Port of Portland

Miriam Hanes

From: Todd and Shannon Christiansen <[redacted]>
Sent: Wednesday, August 7, 2024 9:52 PM
To: Metro 2040
Subject: [External sender]Comments on City of Sherwood's UGB Expansion Proposal

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear MPAC, Metro Council and Metro,

We are writing with respect to the proposed Sherwood West Concept Plan ("Plan") that the City of Sherwood has submitted to Metro requesting an expansion of the Urban Growth Boundary by 1,291 acres. We have been homeowners in Sherwood since 2000, nearly 24 years and have a vested interest in seeing it grow in a positive way. This proposal is lacking in facts – both actual and demonstrated needs as well as supporting details for the costs of infrastructure and reality of job opportunities and should not be approved. During the past two years, we , and many others, have been vocal in our opposition to the Plan. We were quite surprised during the presentation to Metro on May 22, Tim Rosener (Sherwood Mayor) represented to the Council that there had been little to no organized public negative sentiment towards the expansion proposal. This is simply not true and is just one of many examples of anecdotal comments in the May 22 presentation to MPAC that were not supported by actual data and facts.

Our ask of the Council and Metro, as it considers the request in alignment with outlined legislation, purpose and protocol for UGB expansion requests, is to please Follow the Facts. The Sherwood West Concept Plan may appear to be an impressive package, however it represents the viewpoints and desires of politicians and land developers and not a demonstrated need for more developable land in Sherwood or the metro area as a whole.

- Survey 75%/85% respondents-Sherwood Residents- said NO to the expansion request.
- The data shows a need for housing for the city of Sherwood of only 600, while city of Sherwood's request ranges from 3,100 to 5,500.
- Population growth projections and data do not demonstrate need for the expansion. People are moving out of Portland Metro area to Washington state and other locations since 2020. While in 2018 it looked like the trend was to continue growth of 1.6%/year, it is clear that is steadily declining and is now 33% less than it was (2018 = 1.56%, 2024 = 1.04%). https://macrotrends.net/global-metrics/cities/23102/portland/population
- Infrastructure and Traffic impact from the Plan will likely be significant and expensive. The Plan greatly downplays and minimizes this critical issue. As an example, during the May 22 presentation it was represented that road improvements would improve Roy Rogers connection to I-5, when in fact a map will show they do not intersect. This is just one example of the glossing over, and misdirection of the Plan when very real issues are raised. Furthermore, system development charges for the proposed expanded area will be significant and make the housing itself expensive.
- There is no demonstrated NEED for a 1,291-acre expansion which is excessive especially in relation to the overall size of Sherwood today. Sherwood officials have justified and represented to its residents and concerned citizens that it is in the city of Sherwood's best interest to a) have a plan of record otherwise Metro will make a plan for Sherwood (is this true?), and b) to make a single request for as much land as possible.

- There will be significant impact to farm and forestland and a good portion of the requested expansion area is in protected areas and/or will cause runoff that impacts wildlife (can be seen on a map) and the additional pollution of so many cars and congestion on the road to get to jobs will further harm the environment.
- The planned housing will not be more affordable nor improve the homeless situation. Look at the actual cost of housing at nearby Cooper Mountain for a benchmark. A more viable solution could be turning existing vacant office real estate (which there is an abundance of) into low-income efficiency apartments.
- Similarly there is already a surplus of commercial, industrial and mixed employment real estate in the greater metro area due to hybrid work trends and due to AI and automation trends as evidenced by the announced local layoffs (Nike, Intel, etc)

We appreciate that Metro has a challenging and important role in that it must balance ensuring enough land for 20 years AND also protecting the metro area from urban sprawl. The proposal by Sherwood is not a demonstrated need, but a want of politicians and developers to increase the city of Sherwood from 3,130 acres to 4,421 acres (increase of >40% for a population of 20,000!) creating unnecessary urban sprawl, excessive and unplanned for traffic, and harm to farm and wildlife and it will not contribute to affordable housing because it will be incredibly expensive to add infrastructure and build. Metro's own 2045 Distributed Forecast shows Sherwood growing by less than 1000 people and with a need for only 800 households and Sherwood still has significant unused land opportunities that could satisfy its current housing needs (e.g. Brookman annexation, and existing available properties and land infill which could be used for multi-family and middle-housing to be centered around the Old Town hub of Sherwood and make more sense for growth).

Based on records we can find, the UGB just in the vicinity of Sherwood has already expanded by 2,270 acres since 2018 (Cooper Mountain, Beef Bend South and King City). This newer UGB land is still far from fully developed/populated and should be focused on first. Additionally, the requested 1291 acres would be the largest expansion in decades (and the second largest since Cooper Mountain was added to Beaverton – which incidentally is a city 5 times larger than Sherwood so it was less than a 10% expansion of land).

We ask ourselves and Metro whether this proposed Plan and UGB expansion is truly needed for either Sherwood or the Metro area as a whole and whether the ramifications to the environment and costs of development have been truly evaluated? Based on the facts it does not appear so, and we ask you to vote against and decide NOT to expand the Portland area UGB.

Respectfully,

Shannon and Todd Christiansen



Image Credit: https://faunalytics.org/how-human-carnivory-harms-global-biodiversity/frog-on-lily-pad/

Leapfrog Development: Corporate Capitulation and the Impact on Washington County, Oregon



Chris Christensen

Housing, Real Estate & Mortgage Specialist - Condominium Conversion Project Manager - Assumption & Loss Mitigation Specialist, Political Pundit and 2020 U S. Congressional Candidate

Published Jul 7, 2024

"*We soon found that the white men were growing rich very fast and were greedy.*"

- Chief Joseph, (or Hin-mah-too-yah-lat-kekt), Tribal leader of the Wallowa Band of Nez Perce

In the heart of Oregon's Silicon Forest, Intel's relentless advancements have epitomized the concept of leapfrogging technology. Intel CEO Pat Gelsinger often references **Moore's Law** in his speeches to investors and analysts, highlighting the company's commitment to doubling the number of transistors on a microchip approximately every two years. Yet, while the company's cutting-edge innovations have driven progress, they have also sparked a chain reaction with potentially significant economic and ecological ramifications for the surrounding communities where Intel's "fabs" are located.

The rapid pace of Intel's technological growth has, predictably, fueled a real estate frenzy in every Washington County, Oregon community. Bigger cities like Beaverton, Hillsboro, and Tigard are cashing in on the "micro-boom," and even small towns such as Banks, North Plains, Forest Grove, and the county's unincorporated agricultural areas are inflating a precarious bubble that could spell an economic and ecological "micro-bust" for the region and the state.

Technological Leapfrogging



Intel's Silicon Chip Manufacturing Footprint in Hillsboro, Oregon is Currently Undergoing a Major Expansion With Financial Assistance from the Federal CHIPS Act and Oregon Taxpayers. (Image Credit: Chris Christensen)

For some, Intel's Hillsboro campus stands as a beacon of technological prowess, consistently announcing advancements in integrated circuitry. The company's commitment to innovation has resulted in a near-constant stream of newer, faster electric circuits, each "generation" essentially rendering prior products as inferior or even functionally obsolete. With the rapid emergence of artificial intelligence and robotics, Intel is now poised to lead the sector for many years to come.

Or are they?

The Pacing Problem and Intel's High NA EUV Technology

A critical concept in technological innovation is the pacing problem, where the rate of technological advancement outstrips the ability of industries, governments, and society to adapt. Remember the 8-track tape player or the laser disk? **Intel's recent acquisition and implementation of High NA EUV (Extreme Ultraviolet) technology** is a prime example. This cutting-edge technology, which promised unprecedented advancements in semiconductor manufacturing, is already being overshadowed by **the anticipated future arrival of Hyper NA EUV technology.**

The relentless drive to stay ahead in the technology race begs the question: where will it all end? Each new leap in technology renders previous innovations obsolete almost as soon as they are introduced, creating a perpetual cycle of development and obsolescence. This breakneck pace strains the technological ecosystem and exacerbates the economic and environmental pressures on the surrounding communities.

The Real Estate Boom: Look Before You Leap

The influx of high-paying tech jobs at Intel has attracted a wave of new residents eager to capitalize on the opportunities presented by the booming tech sector. This sudden surge in population has driven up housing demand, leading to skyrocketing property prices in nearby communities such as Hillsboro, Banks, Gaston, North Plains, and Forest Grove. Once quiet agricultural areas in Washington County are now hotbeds of real estate speculation, with developers scrambling to cater to the burgeoning demand. The City of Hillsboro, for example, recently **approved over 8,000 new homes to be**

developed in South Hillsboro, once an agricultural mecca, with thousands more planned.

While this real estate boom has brought economic growth and prosperity to the region, it has also sown the seeds of potential catastrophe. The rapid pace of development has put immense pressure on local infrastructure and resources, straining the delicate balance between growth and sustainability. As property values soar, long-time residents are priced out of their communities, increasing social and economic disparity.

Drain the Swamp? The Role of Oregon's Politicians

A significant contributing factor to this unchecked development is the role played by Oregon politicians, swayed by **Intel's corporate wealth**. In exchange for the promise of higher tax revenues, these policymakers have sacrificed the **foundational principles of Oregon's land use planning system. Established to protect farmland, forests, and open spaces** while promoting orderly urban development, these principles have been sidelined in favor of ill-gotten economic gains. This abandonment of sustainable land use policies not only accelerates climate change but also **jeopardizes the environmental integrity of the region.**

The Concept of Leapfrog Development

Leapfrog development can be visualized through the metaphor of a frog leaping from lily pad to lily pad across a pond. In this context, the "lily pads" represent the various communities in Washington County—such as Beaverton, Hillsboro, Tigard, North Plains, Banks, Forest Grove, Cornelius, and Gaston. Instead of a gradual, cohesive expansion from one area to the next, development leaps over existing communities, creating new pockets of urbanization in a disjointed and sporadic manner.

This type of development results in patches of urban sprawl, often leaving significant gaps of undeveloped or underutilized land in between. These gaps disrupt infrastructure continuity, making providing consistent public services, managing traffic, and maintaining community cohesion challenging. The leapfrog metaphor vividly illustrates the haphazard nature of this growth, highlighting the inefficiencies and long-term challenges it introduces.

The Detrimental Impact of Leapfrog Development

Leapfrog development, characterized by rapid, sporadic, and disjointed urban sprawl, has far-reaching negative consequences for suburban and agricultural communities. The effects are multifaceted and profoundly detrimental, impacting traffic, congestion, crime rates, infrastructure needs, and the preservation of farms and forests.

- Traffic and Congestion

The influx of new residents and the expansion of residential areas significantly increase traffic and congestion. Roads that were once sufficient for rural communities are now overwhelmed, causing longer commute times, higher transportation costs, and increased pollution. The lack of adequate public transportation exacerbates these issues, significantly increasing daily travel, which is a burden for residents.

- Crime Rates

Rapid and poorly planned unchecked growth can also contribute to rising crime rates. As new neighborhoods emerge without the necessary social and community infrastructure, law enforcement resources are stretched thin. The absence of cohesive community planning can lead to social fragmentation and increased opportunities for criminal activities, undermining the safety and security of these newly developed areas.

- Infrastructure Needs

The sudden surge in population places immense strain on existing infrastructure. Water and sewage systems, schools, hospitals, and emergency services need help to keep up with the rapid growth. The cost of upgrading and expanding these services often falls on local taxpayers, leading to increased financial burdens and potential declines in the quality of public services.

- Preservation of Farms and Forests

One of the most significant impacts of leapfrog development is the loss of farmland and forests. The encroachment of urban sprawl threatens Oregon’s rich agricultural heritage and natural landscapes. Once fertile lands are paved for housing developments and forests are cleared, leading to habitat destruction, loss of biodiversity, and increased greenhouse gas emissions. This disrupts local ecosystems and undermines the state’s commitment to environmental sustainability.

- Water and Power Consumption: An Unsustainable Path

Another critical issue exacerbated by Intel's expansion and the accompanying real estate boom is the inevitable massive increase in water and power consumption. High-tech industries, particularly semiconductor manufacturing and data centers, are notoriously resource-intensive. Intel's operations in Hillsboro require vast amounts of water for cooling and manufacturing processes, straining local water supplies. Similarly, the power demands of these facilities are immense, further burdening the region's energy infrastructure.

As companies like Intel and other data centers continue to grow and expand in Washington County, the demand for these resources will only escalate. This increased consumption is unsustainable both economically and environmentally. Local homeowners already feel the pinch as utility rates skyrocket to meet the burgeoning industrial demand. **The competition for water between industrial uses and residential needs is becoming increasingly fierce, with industrial consumption threatening to outpace homeowners' needs.** This imbalance drives up prices and raises concerns about long-term resource availability and sustainability.

The Core Problem: Irresponsible Planning and Land Use Patterns



Oregon's Urban Growth Boundary Has Long Been the Dividing Line Between Unchecked Urban Sprawl and the Region's Agricultural and Rural Land (Image Credit: Reddit)

Leapfrog development and the resulting urban sprawl represent a terrible, politically ignorant, and egregious example of irresponsible planning and land use patterns. This

unchecked expansion is a land grab orchestrated by greedy corporate interests and the politicians they influence. The crux of the issue lies in the need to limit leapfrog development and urban sprawl by maintaining the integrity of the urban growth boundary and adhering to existing land use limitations and zoning regulations.

Expanding the urban growth boundary and relaxing zoning laws benefit developers and corporations at the expense of the community and the environment. This short-sighted approach undermines the foundational principles of Oregon's land use planning system, which were designed to protect the state's unique landscapes and promote sustainable development.

The Decay of Portland: A Case Study in Failed Political Policies



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Image Credit: Chris Christensen - Image of Homeless Person Sleeping on Sidewalk near West Burnside Street in downtown Portland, Oregon

Compounding the issue is the decay of Portland, the region's urban core. Over the last decade, failed liberal political policies and capitulation to corporate and criminal interests have deteriorated the city's economic and cultural vitality. Rather than addressing the core issues within Portland and restoring it to its previous grandeur, political efforts have instead focused on enabling leapfrog developments farther and farther from the city center.

Portland's decline serves as a cautionary tale. The city's neglect has driven residents and businesses to seek opportunities in the outlying areas, exacerbating urban sprawl and placing additional pressure on suburban and agricultural communities. This shift undermines Portland's potential for economic and cultural revitalization and threatens the preservation of the outlying regions' natural, pristine beauty and agricultural significance.

The Looming Catastrophe: An Economic and Ecological Bust

The focus on providing corporate welfare to businesses such as Intel to attract cutting-edge technology to the region has created an unsustainable growth model that risks imploding with dire consequences. **If left unchecked, the current trajectory could culminate in a historic economic and ecological bust for the entire region.**

Economically, the inflated real estate market bears eerie similarities to past bubbles that have burst with devastating effects. The speculative frenzy surrounding property in Washington County is built on the assumption of perpetual growth and prosperity. However, as history has shown, such growth is rarely sustainable. A sudden downturn in the tech sector or a shift in corporate strategy could leave the region grappling with plummeting property values, foreclosures, and a shattered local economy.

Unchecked development threatens to irreparably harm the region's natural landscape. The agricultural areas that have defined Washington County for generations are being swallowed by urban sprawl, leading to habitat destruction, loss of biodiversity, and increased pollution. The environmental degradation resulting from rampant development could undermine the very foundations of the community, leaving behind a legacy of ecological devastation.

A Call for Caution and Sustainable Growth Policies

As Intel continues to push the boundaries of technological innovation, the surrounding communities and policymakers must adopt a more cautious and sustainable approach

to growth. The allure of quick profits and rapid advancements must be tempered with a deep understanding of the long-term consequences. Just as the relentless pursuit of leapfrogging technologies can lead to obsolescence and instability, leapfrog development can also result in fragmented communities and environmental degradation.

Both technological leapfrogging and leapfrog development share a common flaw: focusing on short-term gains at the expense of sustainable, cohesive progress. The rush to implement the latest technologies without fully considering the pacing problem mirrors the haphazard expansion of urban areas, creating patches of development that strain infrastructure and resources. The lack of strategic planning and foresight can lead to catastrophic outcomes in both cases.

For Washington County, the solution lies in curbing the sprawl by enforcing strict land use policies that prevent urban growth boundary expansion. Emphasis should be placed on revitalizing Portland, addressing its economic and social challenges, and restoring it to the vibrant urban core it once was. This approach not only preserves the natural and agricultural beauty of the surrounding areas but also fosters a more ecologically sustainable, resilient, and responsible community.

Like Comment Share 1 Comment

Chris Christensen 1mo
Housing, Real Estate & Mortgage Specialist - Condominium Conversion Project Manager - Assumption & Loss Mitigat…

https://www.usnews.com/news/best-states/oregon/articles/2024-02-25/a-housing-shortage-is-testing-oregons-pioneering-land-use-law-lawmakers-are-poised-to-tweak-it

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Miriam Hanes

From: Chris Christensen [redacted]
Sent: Tuesday, July 9, 2024 12:45 AM
To: Metro 2040
Subject: [External sender]Leapfrog Development: Corporate Capitulation and the Impact on Washington County, Oregon

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Leapfrog Development: Corporate Capitulation and the Impact on Washington County, Oregon
https://www.linkedin.com/pulse/leapfrog-development-corporate-capitulation-impact-chris-christensen-hcutc?utm_source=share&utm_medium=member_android&utm_campaign=share_via

Miriam Hanes

From: Michelle Christian [redacted]
Sent: Thursday, August 22, 2024 6:00 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Oppose Sherwood West Growth Plan

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely, Brent and Michelle Christian

[redacted]

Sent from my iPhone

August 19, 2024

METRO
Urban Growth Management Team
600 NE Grand Ave,
Portland, OR 97232

RE: Urban Growth Report, Draft 2024

Dear Council Members,

I am writing to provide comment on the Draft Urban Growth Report pertaining to the City of Sherwood's proposed Sherwood West Concept.

I would first like to thank the members of the Council and their staff for their efforts in managing and planning for growth in the Metro area. I am sure it is often a thankless task, but one which is greatly needed by the community.

I have carefully reviewed the Draft and have a number of concerns about the proposed expansion by the City of Sherwood.

1. **The Draft does not incorporate nor analyze the figures upon which the Concept is based.** Instead, it seems to simply analyze the "readiness" of the City for expansion. And although the City clearly perceives itself as ready to expand - the question remains to whether it should. The numbers strongly suggest, if not dictate, that the big growth this area experienced in recent years has crested and we are now in a period of declining growth. The proposed expansion is not warranted.
2. **The numbers provided by Sherwood are inaccurate and self-serving.** Sherwood has previously egregiously over-estimated growth populations. For example, the high school was bonded and built on the basis of an expanding population. It has cost the area residents millions of dollars. And it was overbuilt. The high school has a capacity for 2,400 students. It currently has 1,704 enrolled students. According to the documents submitted in 2017 for UGB expansion, the City forecast an initial enrollment in 2020 of 1,870 students with a further forecast of 2,400 students by 2045. In reality, not only did the high school not have 1,870 students in 2020, it STILL doesn't have 1,870 students and won't any time in the foreseeable future. Predicted enrollments are declining and significantly so. It is now anticipated that the 2032 enrollment will only be 1,530. The point is that the City has shown that its numbers for growth to support the expansion are at best inaccurate and at worst purposely overstated. They should not be relied upon in making your decisions.
3. **METRO has its own data to rely upon and it does *not* support an expansion in Sherwood.** As required by Ordinance No. 21-1457, the Council will need to rely upon current data for planning. Exhibit A of the Ordinance was duly accepted and adopted as such current data. It sets forth the population of Sherwood as 19,747 based on the 2020 Census and forecasts a population of 20,118 in 2030, and 20,562 in 2045 respectively. An increase of some 815 persons in the next 20 years simply cannot support an expansion of 3,120 housing units.
   Moreover, as intended, the population data contained in the Ordinance has been used and relied upon by other municipalities and cities, such as Portland (Ordinance 19157), Multnomah County

(Ordinance 1323), and Lake Oswego (Lake Oswego City Council Meeting July 16, 2024), in analyzing their own expansion needs. Likewise, METRO should also rely on its own data in determining which option to choose from among those laid out in the Draft UGB Report - especially given the City of Sherwood's propensity to exaggerate its figures.

4. **Farmland is vital to all and cannot be replaced.** To state the obvious, we all depend upon farms to produce the food we eat. The verdant soil of the farmland around Sherwood is a precious commodity. Once housing or commercial entities are sited on farmland they are never recaptured for agricultural use. The Draft UGB Report, at best, gives lip service to the need to maintain and protect farmlands. Especially in these days of heightened awareness of climate changes and the value of locally produced foodstuffs, it is difficult to support the removal of productive land. Even more to do so based upon the lack of a verifiable need for housing and commercial development. The UGB Roundtable perspectives on agricultural demand, page 57 of the Report, also positively reflects the value of farmland for employment and negatively notes the "increased cost and carbon footprint of pushing food production outside of Oregon." Commercial expansion should first use those areas already so designated and then those areas that cannot be reasonably used for food production.
5. **The proposed light industrial use / employment area is mis-characterized.** Page 56 of the Draft UGB Report states that the Oregon Semiconductor Taskforce found that, statewide, there was a need for four 50–100-acre sites for semiconductor manufacturing. Four. Statewide. Not a regional need as stated in the Report (see page 57). The Report seems to suggest that the proposed area has unique characteristics making it suitable for commercial development. One such characteristic is its proximity to the highway. The Report apparently takes this at face value. However, anyone who has tried to get to Interstate 5 or Interstate 205 from the proposed area can attest to the existing congestion and traffic woes in such an endeavor. Simply put, the Report fails to recognize or analyze the *lack* of highway accessibility.
6. **The residents of Sherwood, the people, do *not* want this expansion.** The City of Sherwood's own poll regarding the public support for this expansion is not adequately represented in the Report. The City's poll showed that 84% of respondents agreed or strongly agreed with the statement:

   > The Sherwood city council should ***not*** expand the city and preserve natural areas and farmlands in the Sherwood West area. (Sherwood West Poll Results (Mayor) Tim Rosener August 16, 2021). Emphasis added.

Thank you for your time and attention in reviewing these concerns. I can only hope that these comments, along with other public input, will have a meaningful impact on the Council's decisions. As John Muir once so aptly stated, "Not blind opposition to progress, but opposition to blind progress."

Respectfully,

Kimberly R. Cobrain

Miriam Hanes

From: [redacted]
Sent: Tuesday, August 20, 2024 10:31 AM
To: Metro 2040; Marissa Madrigal; Lynn Peterson; Gerritt Rosenthal; Mary Nolan; Juan Carlos Gonzalez; [redacted]; Christine Lewis; Duncan Hwang
Subject: [External sender]Comments on Draft 2024 Urban Growth Report
Attachments: Comments of DRAFT Urban Growth Report.docx

Importance: High

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Please find attached my comments regarding the Draft 2024 Urban Growth Report. If you have any questions, please let me know.
Thank you for your consideration.

Kimberly R. Cobrain
Sherwood, Oregon

Miriam Hanes

From: Mallory Cochrane <[redacted]>
Sent: Friday, August 9, 2024 1:36 PM
To: Metro 2040
Cc: Peter Foster; [redacted]; [redacted]
Subject: [External sender]Please Support the Sherwood West Expansion Plan

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Dear Metro Council Members,

My name is Mallory Cochrane, owner and founder of Birch Social - a consulting, marketing and events business dedicated to supporting the needs of small farms and food businesses in Oregon. My company is based in Old Town Sherwood, where I am also a resident and home owner.

I am writing to ask that you please **approve the Sherwood West Concept Plan as proposed by the Sherwood City Council and widely supported by the Sherwood community**. This Concept Plan was a result of two years of planning and public input to decide the future of our unique and special city.

As a native Oregonian, I intentionally chose to raise my family in Sherwood because of the **small town character, sense of community and amazing education system and public services**. Many other people are attracted to Sherwood for these same reasons. However, we need **more housing** for these new residents and increased **employment opportunities** to keep people working in our community rather than commuting elsewhere.

With inevitable population growth on the horizon, it is critical that **smart growth** practices be applied to the Sherwood West area so that we are future-proofing development in a way that **enhances our community, increases economic prosperity and protects farmland, natural spaces and resources**.

As outlined in the Concept Plan, I believe that Metro Council should:

- add 340 net acres of **residential land** to the Urban Growth Boundary (UGB)
  - *Comment: Our region will add approximately 315,000 new residents and 137,000 new jobs over the next 20 years under a baseline growth scenario.*
- add 130 net acres of **flex industrial land** to the UGB
  - *Comment: Sherwood West is well suited to capture new and expanding demand for industrial space due to its favorable parcel size, ownership, and low slopes.*
- add 135 net acres of **commercial and hospitality land** to the UGB
  - *Comment: Economic development requires a land supply that enables specific industries to thrive.*

Again, I request that the Metro Council stand with the residents and businesses of Sherwood and **approve the Sherwood West Concept Plan as proposed.** I would greatly appreciate a response with the Metro Council's position on this issue. I appreciate your time and thoughtful consideration.

Sincerely,
Mallory Cochrane

--
Founder
Birch Social
[redacted]
Celebrating the power of local food from field to table

To: Metro Council President Peterson
Metro Councilor Ashton Simpson, District 1
Metro Councilor Christine Lewis, District 2
Metro Councilor Gerritt Rosenthal, District 3
Metro Councilor Juan Carlos González, District 4
Metro Councilor Mary Nolan, District 5
Metro Councilor Duncan Hwang, District 6

CC: Marissa Madrigal, Chief Operating Officer, Metro
Kristin Dennis, Chief of Staff to Metro Council
Catherine Ciarlo, Director of Planning, Development and Research, Metro
Malu Wilkinson, Deputy Director of Planning, Development and Research Metro
Eryn Kehe, Land Use Manager, Metro
Ted Reid, Land Use Manager, Metro

August 23, 2024

1000 Friends of Oregon appreciates the opportunity to participate in the Urban Growth Stakeholders Roundtable, comment on the urban growth report, and partner with Metro on multiple areas of alignment such as unlocking more funding for critical infrastructure needs, addressing our housing affordability crisis, and bringing more mobility options for Oregonians in a 2025 transportation package.

The Metro Council has an opportunity to set the region up for success for generations to come if it uses one of its strengths: data-driven long-range land use planning. Strong land use planning invites a collective imagination to create the best future possible for all residents, ones that currently call the region home and ones that will call this region home. But the best future possible has always been, and will always be, under threat by a select few seeking to exploit the region's limited resources: whether it be our world-class soils, the water we drink, the air we breathe, or the health and ingenuity of our people.

1000 Friends of Oregon shares our 5 major takeaways for how to set our region up for success as you read the draft urban growth forecast:

1. Metro Council should focus on how to improve the quality of life for all residents now and into the future.

2. The region's natural resources and low weather extremes offer us a position of strength if Metro decides to steward them well.

3. The biggest bang for buck and the quickest way to regional success is to build upon our existing footprint, support our regional network of main streets, and restore the core.

4. Prepare for "Operational Efficiency" and protect people's livelihoods.

5. Raw land is the least of our issues when it comes to setting the region up for success. Land readiness on the other hand…

***

1. Metro Council should focus on how to improve the quality of life for all residents now and into the future. We must remember the entire purpose of good land use planning and community development: to enhance the health, safety, and well-being of all Oregonians. We lose sight of this purpose when conversations are reduced to debating the number of acres. Rather, we should focus on creating measurable and meaningful indicators for success to guide our land use decisions and the limited public and private dollars we have. The region's indicators for success should include:

> **Life Expectancy by Zip Code.** Zip codes still serve as an indicator for how long and how well someone lives in the greater Portland area. Someone's life expectancy in Multnomah County (79.40 years) is less than those living in Clackamas County (80.90 years) and even less than Washington County (82.60 years[1]). Metro Council and staff should be keenly aware of this discrepancy across counties and prioritize resources and staff efforts to help areas that have the lowest life expectancy in the region. Blue Zones research could guide Metro's policy and funding decisions to better understand how to improve life expectancy and quality of life for residents in the region.
>
> **Household Costs/Affordability**. The largest household expense for the average resident is housing. The second largest household expense is transportation. Utilities and food also appear as common expenses. Metro should make land use decisions to help cut down on these household expenses for the average resident. If Metro decides to allow urban growth boundary expansions for residential, industrial, and commercial land where the majority of residents are going to feel the need to drive everywhere,

[1] Robert Wood Johnson Foundation, Accessed August 2024. https://www.rwjf.org/en/insights/our-research/interactives/whereyouliveaffectshowlongyoulive.html

Metro has made a choice to increase the household costs for the average resident. Urban growth boundary expansions not only increase driving at the edge, but they draw away investments that could be made where people already live to increase their transportation options. If Metro decides to fund planning and infrastructure efforts that allow the majority of residents to walk, roll, and bike to where they need and want to be, Metro has made a choice to decrease the household costs for the average resident.

Number and Quality of Age Friendly Communities. As presented to the Urban Growth Stakeholders Roundtable, Oregon enjoys a significant number of residents who are older in age. As our residents age, their needs change. It's no longer easier to drive where they need to get to; incomes become fixed and possibly lower than where they were working full time; and their social and civic participation styles may change.

As the World Health Organization and AARP's Livable Communities note, "age-friendly communities are places where people of all ages [and abilities] feel supported and included, and where older people can age well[2]." Age-friendly communities include three major components: physical (e.g., housing, transportation, outdoor spaces, and amenities); social (e.g., civic representation and participation, community involvement); and service (e.g., health care, emergency response). To create age-friendly communities, the Metro Council and staff should support land use decisions, planning grants, and infrastructure requests that create walkable and rollable neighborhoods where people are able to age in place, get to where they need and want to go safely and on their own, and be connected with their community on their own terms[3]. Orenco Station is a great example of incorporating age-friendly principles into planning and development by combining residential and commercial uses alongside pedestrian, bicycle, and transit investments; in contrast, planning that results in commercial and industrial development with large parking lots requires residents to use automobiles to safely navigate the community and thereby fails to create an age-friendly community.

---

[2] AARP, Livable Communities, https://www.aarp.org/livable-communities/network-age-friendly-communities/

[3] Research demonstrates that placement in a nursing home/care facility drastically reduces the life expectancy for the individual. It also adds significant costs to the individual and any family members who may be paying for this change. A monthly rate for a studio in a housing facility that provides supervision or assistance with activities of daily living is approximately $6,161.91 for the Portland area (compared to the national average: $4,999.01 per month). https://www.newyorklife.com/resources/financial-calculators/costs-of-long-term-care

Number of Communities of Concern in EPA's Environmental Justice (EJ) Screen (or regional equivalent). The Metro Council and staff should be keenly aware of the number and location of communities who are burdened with environmental pollution, climate change risks, health disparities, and critical services gaps. Often, communities ranked in EJ screen are communities that are majority low-income, speak languages other than English, qualify for free and reduced lunch, and are people of color. Metro Council and staff should set a goal to have zero communities in the greater Portland area rank highly in the EJ Screen and develop policies and align investments to reach this goal. Metro Council and staff should reject urban growth boundary expansions and other investment strategies that draw resources away from investing in communities that rank highly in EJ screen.

2. The region's natural resources and low weather extremes offer us a position of strength if Metro decides to steward them well.

The greater Portland area is positioned to be an oasis of refuge from some of the most extreme negative impacts of climate change. This is a major advantage when drawing residents and businesses to the region (even noted by the private sector[4]). While we have much work to do to adapt to the changing conditions to protect the health and safety of residents, the Pacific Northwest is rated as one of the most climate resilient areas in the United States.

Metro Council and staff should build upon our unique position by stewarding our natural resources not just through voter-approved parks and nature bond measures, but through its regulatory authority in its land use decisions. For example, development that does not require high-nutrient soils should not be permitted on these soils[5]. Likewise, Metro Council and staff should coordinate with other natural resource agencies (Soil and Water Conservation Districts, Department of Agriculture, Department of Fish & Wildfire, etc.) to develop a clear, streamlined approach toward monitoring the quantity and quality of our water sources and air sheds. Each of these water sources and air sheds have carrying capacity limits (recognized in Land Use

[4] Visit Quicken Loans for an example of how Portland, Oregon's environmental stewardship and temperate climate risks are used to guide private investment. https://www.quickenloans.com/learn/best-places-to-climate-change

[5] Oregon's own Climate Action Commission has recommended "no net-loss" policy for high-quality farmland to reach our climate mitigation and resilience goals. Institute for Natural Resources at Oregon State University for the Oregon Global Warming Commission. September 26, 2023. https://static1.squarespace.com/static/59c554e0f09ca40655ea6eb0/t/6578da822755f905770c5901/1702419079574/2023-Natural-Working-Lands-Report.pdf

Planning Goal 6). Urban growth expansions should consider the carrying capacity of water resources and airsheds in order to assess and guide growth in the region. For example, if one company within an airshed applies and is awarded a permit to emit carbon monoxide to the top of the allowable limit for the entire airshed, Metro Council and staff must include that information in guiding growth away from that airshed to protect the health of residents and help businesses avoid violations of, at minimum, Clean Air Act and/or Land Use Planning Goal 6.

3. The biggest bang for buck and the quickest way to regional success is to build upon our existing footprint, support our regional network of main streets, and restore the core.

Metro Council and staff must ensure the region contributes to addressing the housing production shortfall and the affordability crisis through a holistic approach (remembering the indicators for successful quality of life including household cost/affordability). Building at the edges won't set the region up for success. And, Metro Council and staff should reject any attempt to expand the boundary or use limited public dollars without any element of guaranteed affordable housing.

We have a limited number of dollars for infrastructure, limited amount of labor for construction, and limited materials for construction. We urge Metro to prioritize developers and/or local jurisdictions who are building partnerships around transformative, catalytic (re)developments as part of holistic land use planning. Some notable opportunities to invest in our existing footprint, support our regional network of main streets, and restore the core include but are not limited to:

(Re)Development	**# of Homes (Est.)**	**Climate Friendly Area? (Y/N)**	**Guaranteed Affordability Component? (Y/N)**
Lloyd Center	5000	Y	Y
Broadway Corridor	2500	Y	Y
OMSI Revitalization District	900	Y	Y
Albina Vision Trust	1100	Y	Y
Hayden Island/Jantzen Beach (I-5 Bridge Corridor)	2000	Y (with light rail and complete street investments)	Y

Rockwood	TBD	TBD	TBD
Jade District	TBD	Y	Y
Gateway	TBD		
Hillsboro's Block 67	269	Y	Y (if the City of Hillsboro allows for affordable housing)
Willamette Falls Revitalization (West Linn and Oregon City's McLoughlin Blvd Enhancements)	TBD	TBD	TBD
122nd and Stark	TBD	TBD	TBD

4. Prepare for "Operational Efficiency" and protect people's livelihoods.

As we enter an era of mainstream artificial intelligence, more jobs in more sectors of our economy are vulnerable to automation. From manufacturing to advertising, the future is uncertain. To bring more certainty to residents and to be ready for changing technology and economic sectors, Metro and local jurisdictions must prioritize quality of life for its residents over company profits as an indicator for success. In doing so, the Metro Council and staff must be surgical about allowing any expansions for industrial lands and requiring enforceable, specific conditions on any industrial lands to create lasting high-quality jobs for residents and minimize the probability and impacts from mass layoffs due to automation and/or outsourcing.

If the Metro Council allows industrial developers to pave over our working lands for robots, residents lose their ability to provide for themselves, their families, and contribute to the region through their employment. Our region has suffered from broad definitions of industrial lands that do not result in development that brings high-quality jobs for residents. Instead, it adds a patchwork of uses: from gas stations to big-box chain retail stores to strip malls to truck stops. Our region has suffered from our lack of discipline to protect our existing industrial lands for development that can bring high-quality jobs, especially manufacturing jobs. While we still have a reported surplus of industrial lands, now is the time to protect them with specific, enforceable conditions on any industrial lands in our region.

5. Raw land is the least of our issues when it comes to setting the region up for success. Land readiness on the other hand…

The urban growth report's forecast includes a very optimistic outlook on utilizing vacant office buildings and land throughout the region, notably downtown Portland. We also see vacant or nearly vacant office parks and retail areas and their accompanying large swaths of empty parking lots throughout the region. Metro should focus its policy choices and investments on (re)developing and revitalizing these areas; they already have infrastructure in place and are located in existing communities. Recent layoffs by large international corporations illustrate that worldwide business cycles and other factors influence investment decisions, not land supply.

Even with the optimistic and arguably inflated job growth forecast, the urban growth report notes there is a surplus of industrial land even assuming the high growth scenario. We have heard for well over a decade that land readiness - bringing land to Tier 1 - is a main challenge for local jurisdictions. We also know that multiple cities and towns are faced with budget issues, whether it's structural budget deficits like Washington County and City of Portland or whether it's smaller towns that are seeking a larger revenue base like the City of Sherwood.

1000 Friends of Oregon understands and sympathizes with the funding and financing challenges local jurisdictions face when bringing land to Tier 1 readiness and maintaining this infrastructure. It's a motivating force behind our advocacy to work with our statewide membership to secure infrastructure dollars for housing construction (SB 1530 (2024), Senator Kayse Jama; HB 4134 (2024), Representatives Elmer, Gomberg, and Helfrich; and a housing project revolving loan fund (championed for multiple sessions by State Representative Pam Marsh), and to bring main street revitalization funds to towns across Oregon, especially for smaller jurisdictions.

What we know is that adding raw land doesn't pencil for local jurisdictions. What may seem like a revenue boon comes with newer, significant expenses: brand new sewer, water, fiber optic cables, roads, lighting. Suddenly, the city is back in the same predicament it started in: budget shortfalls. We are committed to working with cities and towns on real solutions to funding and financing for land readiness and core public services that are paramount to enhancing our quality of life for all Oregonians. We hope we can count on Metro's leadership to daylight the real problems and real solutions to this challenge.

***

We appreciate Metro Council and staff's time in assembling the draft urban growth report's forecasts, presenting to multiple stakeholder groups, and offering an open line of communication throughout the process. None of us know what the future holds in store; tomorrow is just a rumor after all. But, 1000 Friends of Oregon is committed to working with our statewide membership to choose land conservation and development approaches - policy decisions and funding and financing strategies - to create a future that we are proud and excited to live in.

We are available to meet Metro Council and staff to discuss these key takeaways. We are also happy to host Metro Council or staff in meetings with our partner organizations who are committed to creating a better future for all residents, now and into the future.

Sincerely,



Samuel Diaz
Executive Director

Miriam Hanes

From: Eryn Kehe
Sent: Friday, August 23, 2024 10:43 AM
To: Miriam Hanes
Subject: FW: [External sender]5 Takeaways on Draft Urban Growth Forecast from 1000 Friends of Oregon
Attachments: 2024 August - 1000 Friends of Oregon Comment on Metro's Draft Urban Growth Forecasts.pdf

We can accept this late.

Eryn Deeming Kehe, AICP | Metro | Urban Policy and Development Manager
My gender pronouns: she her, hers | [redacted]

From: Sam Diaz <[redacted]>
Sent: Friday, August 23, 2024 10:39 AM
To: Marissa Madrigal <[redacted]>; Kristin Dennis <[redacted]>; Catherine Ciarlo <[redacted]>; Malu Wilkinson <[redacted]>; Eryn Kehe <[redacted]>; Ted Reid <[redacted]>
Cc: Mary Kyle McCurdy [redacted]
Subject: [External sender]5 Takeaways on Draft Urban Growth Forecast from 1000 Friends of Oregon

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good morning and happy Friday Marissa, Kristin, Catherine, Malu, Eryn, and Ted,

I wanted to personally send you 1000 Friends of Oregon's 5 takeaways on the draft urban growth forecast. I've been told the urban growth report isn't a policy decision by itself, but may be used to inform future policy and funding decisions. We hope these 5 takeaways can be helpful in shaping actions to create the best future possible for residents of our region.

More than happy to head to Metro or have you here at the 1000 Friends of Oregon office to chat through these takeaways and hear your perspective. Just let me know if you'd like to schedule something.

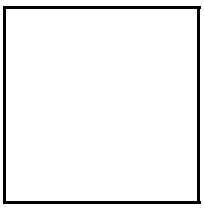
Thanks so much for your service.

Sincerely,
Sam Diaz
Executive Director

1000 Friends of Oregon
Pronouns: he/him

Office: [redacted]

Direct: [redacted]



Support a beautiful, bountiful Oregon for generations to come…*join us today*!

Miriam Hanes

From: Charlie Digregorio <[redacted]
Sent: Tuesday, July 23, 2024 3:20 PM
To: Metro 2040
Subject: [External sender]Zoom Meeting Commentary
Attachments: Metro Letter UGB.docx

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

Please accept the attached letter for the record due to my absence from the zoom meeting.

Thank you, Charlie Digregorio

July 23, 2024

Attn: Urban Growth Management Team

METRO

600 NE Grand Avenue

Portland, OR 97232

Sent Via Email – [redacted]

RE: Sherwood West UGB Expansion Plan Support

To Whom It May Concern:

As a former property owner in the Sherwood West area, and in agreement with relatives who still own properties there, this letter is in strong support of the Metro Council's efforts to reasonably expand the UGB. Recommendations from the Urban Growth Report findings are clear. After years of arduous studies and extremely detailed analyses, the Metro Council must finally act on next step growth management decisions.

A great deal of preparation and investment has been made in the Sherwood West area to accommodate necessary housing growth and affordability. The list of improvements in recent years is lengthy. Likewise, economic and job growth go hand-in-hand with future essentials. It is long past time to adopt the completed concept plan for proposed expansion within the presently designated urban reserve area. Anything less, as suggested by self-serving community members like the Sherwood Farm Alliance, would be a further irresponsible obstruction to the realities of future progress.

In place of my attendance at the upcoming Zoom meeting, thank you for including the above comments as a matter of record.

Sincerely,

Charles Digregorio

[redacted]

Portland, OR 97239

To: Metro

My name is Peter Dinsdale.

I was raised in Sherwood and my family's agriculture business is on the edge of the proposed UGB expansion area.

I am a supporter of the West of Sherwood Farm Alliance.

We were shocked and dismayed when Metro Councilor Juan Carlos Gonzalez announced his support for the controversial proposed Sherwood UGB expansion earlier this month.

By doing that, he made it perfectly clear that he doesn't have the slightest interest in the information, analysis, and values of the people who live here, or possibly from anyone, anywhere in the region.

In 2021, people in and around Sherwood responded to an online survey about this proposed UGB expansion.

84% of the respondents agreed, with this statement:
"*The Sherwood city council should NOT expand the city and* [should instead] *preserve natural areas and farmlands in the Sherwood West area*."
About 75% of respondents agreed strongly.

Let me repeat those numbers: 84% opposed the expansion and 75% strongly. That was the same result from a survey taken five years earlier.

Before you dismiss this opposition as the sentiments of a bunch of NIMBYs, you might consider some of the facts that we have been presenting to you at your monthly meetings:

FACT: Housing will be unaffordable to the people taking the jobs in the expansion area, causing more commuting, heavier traffic on our already burdened roads, and more pollution, which will NOT help in reducing greenhouse gas emissions.

FACT: Metro approved a UGB expansion in 2017, at Sherwood's request to build a new High School on 82 acres, based on projections of soaring enrollment. Today, after spending $248 million in tax dollars, the School District's consultants expect enrollment to decline within seven years.

FACT: The expansion will cause the loss of some of the best farm and forestland in the world. The result will be the loss of countless agricultural jobs and damage to Chicken Creek, which helps maintain the water quality in the nearby National Wildlife Refuge.

We are counting on you - unlike Councilor Gonzalez - to actually listen to the citizens, hear the facts, and reach an independent judgment.

Thank you for your service.

Peter Dinsdale

Miriam Hanes

From: Julie Horowitz <[redacted]>
Sent: Wednesday, August 21, 2024 5:22 PM
To: Metro 2040
Subject: [External sender]2024 Sherwood UGB decision
Attachments: Metro Peter Dinsdale.docx

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To Whom it Concerns,

I am a citizen of Sherwood and have attached my letter opposing the UGB expansion in Sherwood OR

Peter Dinsdale

Miriam Hanes

From: Shannon Dittler <[redacted]>
Sent: Tuesday, June 4, 2024 6:42 AM
To: Metro 2040
Subject: [External sender]Urban Growth Boundary.

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hell no, I don't want it to get larger. That is exactly what people who have moved here want. They want to make it larger so they can snatch up those investment properties.
People from outside of Oregon came here with their deep pockets to buy up Portland and make it grow.
We the people of Oregon don't need their deep pockets and wealth. Portland laws were put in place long ago by people with the foresight to realize people would want to do this to our GEM.
Hell no, tell them go invest elsewhere. Portland is perfect the way it is.

Miriam Hanes

From: Farmland First [redacted]
Sent: Sunday, August 18, 2024 9:46 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Testimony in opposition to Sherwood expansion

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To whom it may concern:

Our nonprofit organization, Farmland First, is writing to convey our strong opposition to the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres.

This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes.

In 2022 Metro projected Sherwood would grow by a scant 3% over the coming decades. The Sherwood School District has forecasted enrollment for the new high school will begin to DECLINE in 2027. Sherwood has enough vacant land to accommodate new housing and jobs for years to come, when planned and developed wisely.

The types of industry that are planned are land-extensive, taking up farmland despite the drastic decline in farmland in the county and natural resource land despite the fact that only 15% of original significant natural resources remain in the county. It is a red herring to state that the goal is to increase the number of residents who work in the city - that correlation is not necessary for a functioning city, especially one in Metro where many people work in one city and live in another. If the city lacks jobs, it may be of its own making because it recently approved many expensive homes. It should not be rewarded for poor planning. And the type and extent of industry proposed is expensive to provide with infrastructure and services, yet there is no Taxpayer Impact Statement on the costs.

Farmland First stands with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,
Nellie McAdams
Farmland First

Miriam Hanes

From: Brian Fields [redacted]
Sent: Wednesday, July 24, 2024 3:46 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Comments from Brian Fields on Sherwood West expansion proposal
Attachments: Brian Fields Sherwood UGB expansion Metro 24Jun2024 comments.pdf

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

I would appreciate it if my attached comments are provided with the July 24 MPAC meeting packet.

Thank you,
Brian Fields
Secretary,
Eastview Road Neighborhood Association

Sherwood UGB expansion comments,
Brian Fields
Secretary, Eastview Road Neighborhood Association

I urge the Metro Council to scale back the Sherwood West Urban Growth expansion. We do not have the transportation infrastructure to support this growth. In addition, the City of Sherwood has not done any planning, not even "conceptual", to expand the capacity of Elwert Road, the only viable north south connector.

The current plans for Elwert Road are inadequate for the future growth planned.

Elwert road is serving as a regional connector. Even without bringing in additional land in the Sherwood West Urban Reserve we can expect the traffic flow to increase. With the addition of large amounts of new housing the burden on the existing road will only increase. How has Sherwood planned for increased capacity? They have not.

The Sherwood West concept plan shows the vision that Elwert road remain one lane in either direction with the addition of turn lanes. The city has repeatedly said that their vision of Elwert is that of a neighborhood street. This flies in the face of the current reality of an already overburdened regional connector, let alone showing any sense of planning for the future to accommodate a greatly increased local population. The only mention in the Sherwood West concept plan of planning for future connectivity is vague mentions of conceptional connectors. You can reference the "Transportation and Infrastructure" Section on page 101 of part 1 of the Sherwood UGB expansion proposal.

"North-South Connectivity – The concept of adding a route to enhance regional north-south connectivity will require future study. Additional feasibility and cost analysis will be

necessary. This should be considered as a long-term strategy, rather than an essential component of early stage transportation planning in Sherwood West."

But the truth is that the Sherwood West topography is not going to allow any new north south connectors. During the public outreach portion of the Sherwood West concept plan much feedback was provided to the city outlining specific complications for a north south connector west of Elwert Road. The City's own traffic modelling demonstrated that regional traffic could not be diverted from Elwert Road to any significant degree. The land is riddled with steep slopes and is bisected by Chicken Creek. In addition, the border of Sherwood West veers sharply east when you go north of Edy Road. If this hypothetical connector were built, as it moved north it would run into Rural Reserve land. Due to this a connection to Scholl's Sherwood Road to the north could not be completed. This means any road that was built would have to feed back onto Edy and Elwert, the existing transportation corridor.

There really is no choice but to improve the existing transportation corridor, but the City of Sherwood's West Concept plan does the opposite. Sherwood is proposing to move portions Elwert Road off it's current north south alignment and meander to the west, pass through two round-abouts, incur a new Chicken Creek crossing and then meander back to the Elwert Road current alignment in the north.

We have examples in the nearby region of what successful road planning would look like. The massive development to the north of Sherwood West, on Roy Rogers Road, has been accompanied by expansion of that road to 4 lanes. If you want to see aesthetically pleasing road expansion, we need only look to the improvements Lake Oswego has done on Boones Ferry Road. The road was both

improved to 4 lanes with a turn lane, but also includes attractive landscaped dividers and sidewalks. This is much like Sherwood has proposed, but with a critical difference, Lake Oswego recognized the need to increase capacity while making attractiveness an important part of their road design. Both can be done.

To be clear my point is not that Sherwood has not already solved the capacity problem prior to asking for an Urban Growth Boundary expansion. The problem is that Sherwood is not even planning for increased capacity. In fact, their public statements during the West Concept Plan outreach process indicated they want to discourage regional traffic and keep Elwert as a neighborhood street. See the description on page 227 of the submittal, in the Section title "SW Elwert Road Design Concept". Make note that the designation for much of Elwert Road is "Residential Boulevard". The is much risk if Sherwood doubles down on this approach that near term development will forestall any future capacity improvements on Elwert Road.

Their proposal to bring in the entire Sherwood West Urban reserve should be scaled way back until the City actual provides realistic transportation planning. Bringing the entire 1200 acres of Sherwood West now into the UGB is only going to compound a local a regional transportation quagmire which already exists. Sherwood needs to confront the reality that topography and the Urban Reserve boundaries themselves prevent any alternate north south connector. I encourage Meto to not approve Sherwood's ask to bring in the entire Sherwood West Urban Growth Reserve into the Urban Growth boundary.

Brian Fields
Resident of Sherwood West

MULTIFAMILY NW
The Association Promoting Quality Rental Housing

Multifamily NW
[redacted]
Tigard, OR 97224

Metro Council
600 NE Grand Ave
Portland, OR 97232

August 20, 2024

Dear Metro Council Members,

As the largest association of housing providers in Oregon, Multifamily NW is dedicated to ensuring that our communities thrive through sustainable growth and adequate housing supply. We are writing to express our strong support for the adoption of a high-growth forecast projection as you evaluate the urban growth strategy for the Portland Metro area. As you know, our region is currently navigating the consequences of a severe housing crisis, and it is imperative that we take bold, forward-thinking action to address the urgent need for housing.

Undersupply is the Root Cause of Housing Crisis

The Portland Metro area is experiencing an unprecedented demand for housing, which far exceeds the available supply. According to an alarming report by ECONorthwest, our region is already facing a housing shortage of more than 59,000 homes, with an additional need for 10,683 homes to accommodate our growing houseless population. Moreover, it projects that the region will require the construction of 294,853 new housing units over the next 20 years. These figures significantly surpass Metro's current estimates of 143,300 to 203,200 new units.

The numbers provided by ECONorthwest paint a stark picture of the housing crisis we are facing. By adopting a high-growth forecast projection, Metro can more accurately prepare for the higher-than-baseline growth that our region will (hopefully) experience. This proactive approach will enable us to meet the housing needs of our rapidly growing population, while also mitigating the affordability challenges that threaten the livability of our communities. And, if population growth does not proceed as expected, the land will not be impacted.

EXECUTIVE DIRECTOR
Gary Fisher
[redacted]

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Jennifer Wyncoop
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Furthermore, residents in the Portland Metro area are facing increasing barriers to home ownership due to the affordability consequences that our undersupply has caused. If the council adopts and implements the high-growth forecast projection, home ownership will be more attainable for communities across the region.

Portland Metro Should Welcome Responsible Development

Additionally, Metro Council should shape a new policy that recognizes the low capacity for housing development inside UGB lands and the extreme need for new housing. The current estimates indicate a surplus of +9,050 units, which we believe is unrealistic given the actual deficit of -84,000 units needed inside the UGB.

Attempting to control where and how the market will adapt can have unintended consequences. Metro should avoid imposing restrictive policies that risk pushing housing developers to other U.S. markets with fewer regulatory barriers. Instead, we should focus on creating an environment that encourages development and investment in the Portland Metro area, ensuring that we remain competitive and capable of meeting our region's housing demands.

A crucial component of addressing our housing crisis is expanding the Urban Growth Boundary (UGB). By expanding the UGB, we can increase the availability of land for development, thereby helping to slow the escalating costs of housing. As we have all seen firsthand, the limited supply of land within the current UGB constrains development and drives up prices, making it increasingly difficult for residents to find affordable housing.

Expanding the UGB will not only create more opportunities for housing development but will also encourage competition, which can help slow the increase in housing costs and make living in the Portland Metro area more affordable. It is essential that we take this step to ensure that all residents have access to housing that meets their needs and budgets.

Acknowledgment of Employment Lands Considerations

While our primary focus is not directly within the commercial and industrial development sectors, we acknowledge that the availability and management of employment lands significantly impact the overall growth and sustainability of our communities. In this regard, we recommend that the Metro Council consider discounting the approximately 1,300 acres of land with slopes exceeding the 7% grade threshold, which is generally identified as the industry standard for commercial and industrial development. We have an obligation to ensure the land classified as viable truly meets the practical requirements for development.

By integrating these considerations, we believe that the Metro Council can better strategize the use of employment lands to foster balanced development, support economic vitality, and contribute positively to the community's housing and employment needs.

City of Sherwood Proposal Deserves Approval

Furthermore, Multifamily NW fully supports the City of Sherwood’s proposal for expansion without any conditions. Sherwood has demonstrated a commitment to responsible growth through a rigorous public engagement process, and we trust in their ability to understand and address their community's needs. Metro should respect the decisions made by local communities and support their efforts to grow in a way that aligns with their unique vision and values.

It is crucial to trust Sherwood's expertise and ongoing community engagement process. They are best positioned to determine how to grow reasonably and responsibly, ensuring that their expansion aligns with local needs and aspirations.

Conclusion

In conclusion, Multifamily NW strongly advocates for the adoption of a high-growth forecast projection as part of the urban growth strategy for the Portland Metro area. By acknowledging the true extent of the housing crisis, rejecting restrictive development scenarios, expanding the urban growth boundary, and supporting local initiatives, we can pave the way for a more prosperous, affordable, and sustainable future for our communities.

We appreciate the Metro Council's dedication to addressing these pressing issues, and we are confident that, together, we can create a housing strategy that meets the needs of our growing region. Thank you for considering our perspective and recommendations.

Sincerely,

Gary Fisher
Executive Director
Multifamily NW

Miriam Hanes

From: Zach Lindahl <[redacted]>
Sent: Tuesday, August 20, 2024 9:11 AM
To: Metro 2040
Subject: [External sender]Multifamily NW Public Comment on UGR
Attachments: MFNW Metro UGR Comments.pdf

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

Good Morning,

My name is Zach Lindahl, and I am the Director of Government Affairs for Multifamily NW. Our association is the largest coalition of housing providers in the state of Oregon, representing more than 275,000 units. In addition to frequent compliance training and hundreds of networking opportunities, our association advocates for common sense housing policy at all levels of government on behalf of our members. Our top priority is to keep Oregonians housed. In a time of housing crisis across the state, it is important that we consider how all policy affects both housing supply and affordability for renters.

Attached are comments Multifamily NW submitted regarding the recent Urban Growth Report. I thought I would share via this email address as well. Please let me know if you have any questions regarding our comments.

Best,

Zach Lindahl
Director of Government Affairs
Multifamily NW
[redacted]



Peter Foster

[redacted]

Sherwood, Oregon, 97140

[redacted]

8.22.2024

Metro Council

600 NE Grand Ave

Portland, OR 97232

Dear Metro Council Members,

I am writing to advocate for the inclusion of all land currently designated in the Sherwood West Growth Plan as proposed by the City, to ensure the future success of the City and the greater Community. The Sherwood West Plan is a good plan and the City's "control of the narrative" will be lost if the Plan is piecemealed in phases. We have strong interest in growth that will support diverse ranges of people who wish to live and work in our community. Sustainable growth, as championed by conservationists like myself, offers far more advantages to our community than no growth at all. History has shown us that the key to a prosperous society is not in stagnation, but in the careful and responsible use of our resources to meet the needs of the many and not just the few.

Our Project, Prodigal Sons, consists of a 'single farm restaurant' that will feed people locally, provide jobs and unique living opportunities, unlike grass seed and single crop export farmers. We have been diligently working with the City of Sherwood and the High school Ag and Culinary programs with intent to provide career opportunities and real-world skill development to the students. There are two types of landowners in our area. The first type are focused on growth opportunities and plan comprehension. The second type champion land preservation now that they built their homes where forest and farms used to be and dislike the middle and lower income folks in general.

Recently we have heard disturbing news that there is opposition to growth from several organized groups. As fact, the massive commercial farms with the most capital are not friends of Oregon's environment and financial future...

Organizations like Thousand Friends of Oregon, while well-intentioned in their efforts to preserve natural spaces, often fail to recognize the real-world impact of their policies on ordinary Oregonians. Their stance is reminiscent of Henry Thoreau's philosophy of naturalism—a perspective that prioritizes untouched wilderness over the needs of people, especially those of middle and lower incomes. Unfortunately, this approach is detrimental to the economy, creating a situation where "the few with the most" exert influence to protect their estate views at the expense of working and poor families who need affordable housing and job opportunities. If Metro is convinced not to act due to well organized and well-funded opposition groups representing s small percentage of the population, there will be no meaningful growth in Sherwood for many years to come and the fallout will be your (Metro's) failure because of wealthy numby influence.

Sherwood is a growing community with real needs. Leaving developable and well-planned land undeveloped in the name of preservation benefits a select few, but it does nothing to help the people of Sherwood diversify and thrive. Instead, we need to focus on sustainable development that balances environmental responsibility with economic growth. Responsible housing, jobs and infrastructure supports our town by allowing future generations to thrive in the area. At present, our next generation can't afford to live here and don't have enough local jobs here.

I urge Metro to consider the long-term benefits of sustainable growth over the short-term appeal of leaving land wild. Just as Roosevelt and Pinchot understood the value of managing natural resources for the benefit of all, we must adopt policies that ensure the land serves the people of Sherwood—not just those who can afford to prioritize untouched nature over community needs. The Sherwood West concept plan addresses that in a most impressive way.

Additionally, if City Council is given unfavorable conditions that stalemates the entire ask of the Urban Growth Management Decision, they could potentially withdraw and fail to have served

our community. Most will likely not be in service many years from now anyway. The application process is too costly. We would have to start the process all over again. By the time interest returns, if at all, and sites are permitted and built it will have been 8 years. Hopefully this letter gets into the right hands and Sherwood will maintain trajectory towards becoming one of Oregon's most desired places to live, for all, not just the few.

I look forward to your consideration of this critical issue and am confident that with timely and fair stewardship, we can create a future where Sherwood thrives economically, socially, and environmentally.

Thank you for your time and attention.

Sincerely,

Peter C. Foster

Owner
Memoirs LLC
[redacted]
Honolulu, HI. 96813
memoirshawaii.com

Managing Partner
Prodigal Sons LLC
[redacted]
Sherwood, OR. 97140
prodigalsons.farm

[redacted]
[redacted]

Miriam Hanes

From: Peter Foster <[redacted]>
Sent: Friday, August 23, 2024 11:32 AM
To: Metro 2040
Subject: [External sender]Urgent. Please Read
Attachments: Final Letter to Metro.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Peter Foster

19800 SW Kruger Road

Sherwood, Oregon, 97140

[redacted]

8.22.2024

Metro Council

600 NE Grand Ave

Portland, OR 97232

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Thank you for your time and attention.

Sincerely,

Peter C. Foster

Owner
Memoirs LLC
[redacted]
Honolulu, HI. 96813
memoirshawaii.com

Managing Partner
Prodigal Sons LLC
[redacted]
Sherwood, OR. 97140
prodigalsons.farm

[redacted]
[redacted]

CLACKAMAS COUNTY

PLANNING & ZONING

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DEVELOPMENT SERVICES BUILDING
[redacted]
OREGON CITY, OR 97045

TO: Metro Urban Growth Management Team, via email [redacted]

FROM: Clackamas County Planning Staff

RE: Technical Letter of Comment Regarding the Draft 2024 Urban Growth Report

DATE: August 22, 2024

Thank you for the opportunity to comment on the Draft 2024 Urban Growth Report (UGR). We appreciate your efforts to coordinate with our team and the many conversations you have convened in developing this report.

In addition to the Clackamas County Board's letter of comment, our technical staff would like to submit to the record the below concerns, questions and requests.

First, as raised at MTAC, it is difficult to determine how the calculations were made between the appendices and the draft UGR. We request that you provide a clearer record of computation in calculating the formal figures that are the basis for tables in the UGR.

For example, Table 9, *Summary of residential growth capacity inside the UGB by housing type* (page 32) shows "low", "mid", and "high" capacity numbers for single-unit detached, middle housing, and multifamily housing types. But the note to the table says that these capacity numbers should not be totaled, "for instance, adding up high capacity for each housing type", so it is unclear how we know how much capacity exists in the UGB and how these numbers should be used to compare capacity to the projected need. While Metro staff has provided, via email, some clarity to how the numbers in this table were calculated, it remains unclear how this table relates to Table 15 (page 40) in which the expected need is compared to some amount of capacity in each of the scenarios. To that end, additional data in an appendix that clearly walks a reader through these calculations should be provided; this would not only be helpful for reviewers, but it would also lead to more confidence in the summaries and options presented in the UGR.

Buildable Lands Inventory:

- Our team would like to thank Metro Staff and Johnson Economics for the creation of the Predictive Redevelopment Model to create a supply side response to key market parameters for anticipated development and redevelopment activity (Appendix 2, Attachment A). This is an innovative resource that is working to provide one of the missing pieces of the puzzle in matching land use with the redevelopment aspects of buildable land. That said, we do have some questions about the assumptions for redevelopment. One concern is that the proforma indicates that much of our "naturally occurring" affordable housing, such as manufactured home parks and older existing apartments will be re-developed. We are concerned that some of the assumptions may not support the retention of these critical assets, thereby leading to displacement, and also may incorrectly influence the capacity estimates.

Housing Needs Analysis:

- Data on housing underproduction show inconsistencies. In 2021, ECO Northwest conducted a study, Implementing a Regional Housing Needs Analysis Methodology in Oregon that estimated housing underproduction in the Portland Metro region to be 59,488 units (Exhibit 18, p. 35). In the draft UGR, however, the estimate for housing underproduction is estimated to be 15,000 (Table 10, p. 33). Metro Staff provide a thorough methodology for calculating underproduction (Appendix 8A, p. 4), but the UGR and accompanying appendices do not provide an explanation for this discrepancy. Further, it would be helpful to have a record of specific inputs and calculations that result in the figures listed in Table 10 on p. 33 in the UGR.
- There is detailed information about the total new housing units needed in the Metro UGB by housing type (Table 14, p. 37) but there is no equity analysis in the UGR or Appendices 8 or 8A that provide a clear understanding of who the proposed housing units in Sherwood West are going to serve or how these new housing units will be used to accommodate those working in the hospitality sector of the proposed expansion area.
- Slope requirements may not equate to affordable housing. Site design and assembly adds considerable cost and discourages a site's likelihood for affordability when entering the market after construction. Further scrutiny and discussion on housing mix, particularly aspects of its affordability, should be determined and clarified in the final UGR.

Employment Land:

- Provide a clearer understanding of how slope requirements affect buildable land inventory. If slope requirements are at 7%, that would decrease buildable industrial land from 6,000 acres to 4,700 acres inside the UGB, on aggregate. If we are planning for high growth, this would change a 750-acre aggregate surplus into a 550-acre aggregate deficit (Table 19; p. 54 of draft UGR).
- Discussion on transportation and transit investment is almost completely missing in the report and accompanying Appendices; this must be developed and included in the UGR. Currently, there are no transit options in the proposed expansion area, and the closest bus in service is 2 miles away from Sherwood West. Addressing infrastructure needs and investment is critical for growth in the region.
- There may be a mismatch in what is presented in the Buildable Land Inventory (Figure 23; p. 55; Appendix 6) and what is desired when considering market factors. The current analysis presents Tier 3 land that is a minimum of 30 months from being development ready. Also noted in the UGR is that the average industrial parcel size is 3.8 acres, with a median industrial parcel size of 1.7 acres. Market factors indicate firms seek parcels that are a minimum of 5 acres and Tier 2 readiness (developable in 7 to 30 months or less). It would be useful for the analysis to break down data even further, describing the amount of land that is at least 5 acres and at least Tier 2 in readiness.

Capacity Analysis:

- Capacity allocated to unincorporated Clackamas County includes several areas that will not urbanize and develop at expected densities unless annexed into a city. Based on conversation with Metro staff, we understand that urban levels of capacity that are within the City of Happy Valley's North Carver/Pleasant Valley Plan area and planned areas outside of Oregon City are

included in the unincorporated county totals if the lands have not yet annexed to the respective cities. While staff also understands that this capacity is included as part of regional capacity for the purposes of assessing the regional urban growth boundary, we have several concerns about including this capacity in the unincorporated totals versus the cities where this urban development would happen.

a. County staff raised this issue several times throughout the development of the draft UGR and was assured that it would be addressed or at least acknowledged. Based on out reading of the draft UGR and associated appendices, it is neither addressed nor acknowledged.

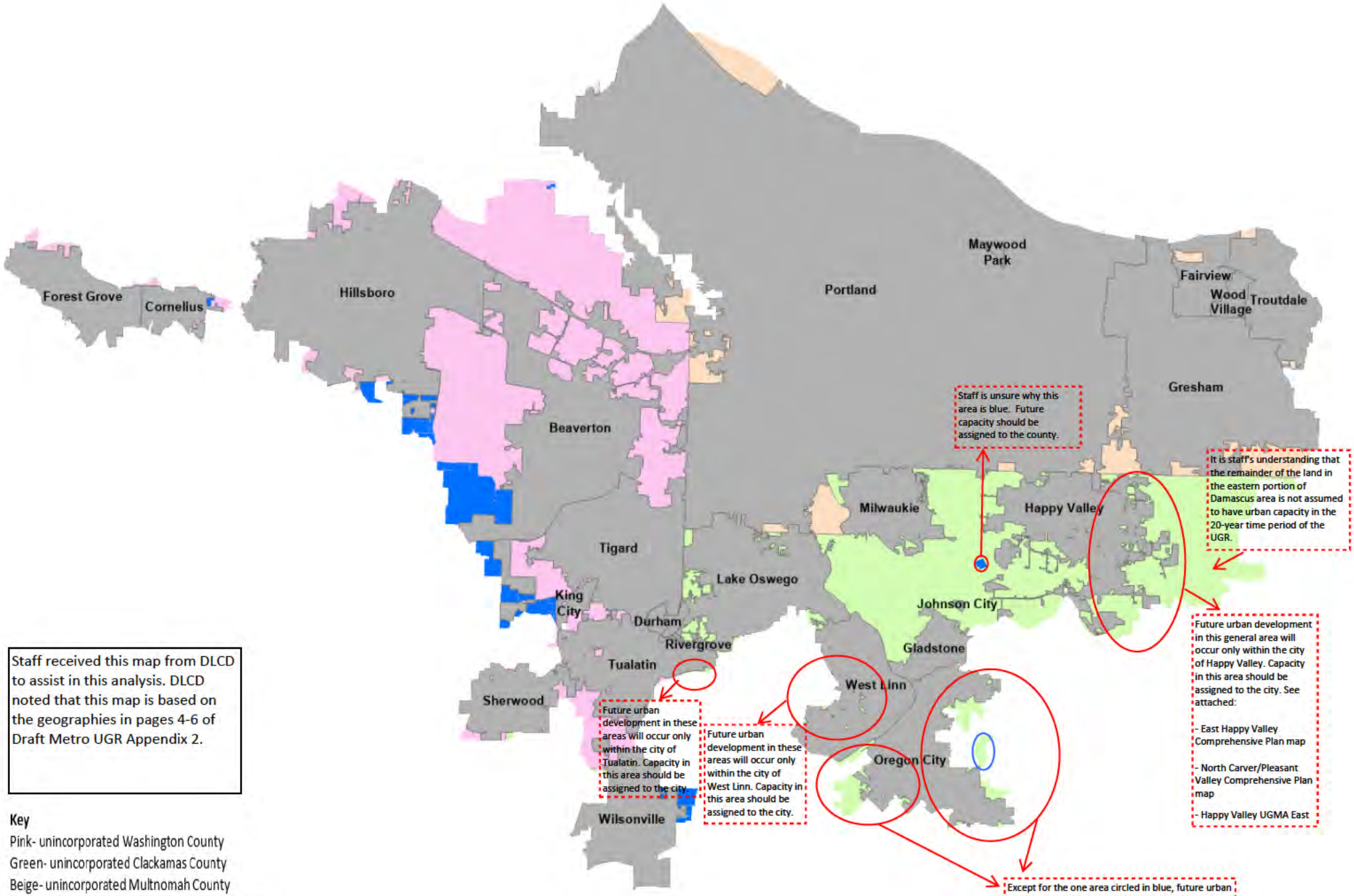
b. The urban unincorporated land (UUL) within the Metro UGB will be allocated housing targets under the new Oregon Housing Needs Analysis (OHNA) rules. Specifically, it appears from initial drafts of the OHNA methodology for allocating housing production targets, that the state will by relying on Metro's capacity analyses and ultimately Metro's distributed forecast for these housing production allocations. It is county staff's understanding that Metro's distributed forecast is at least partially based on these capacity numbers. Therefore, it is imperative that the capacity is "assigned" to the correct jurisdiction.

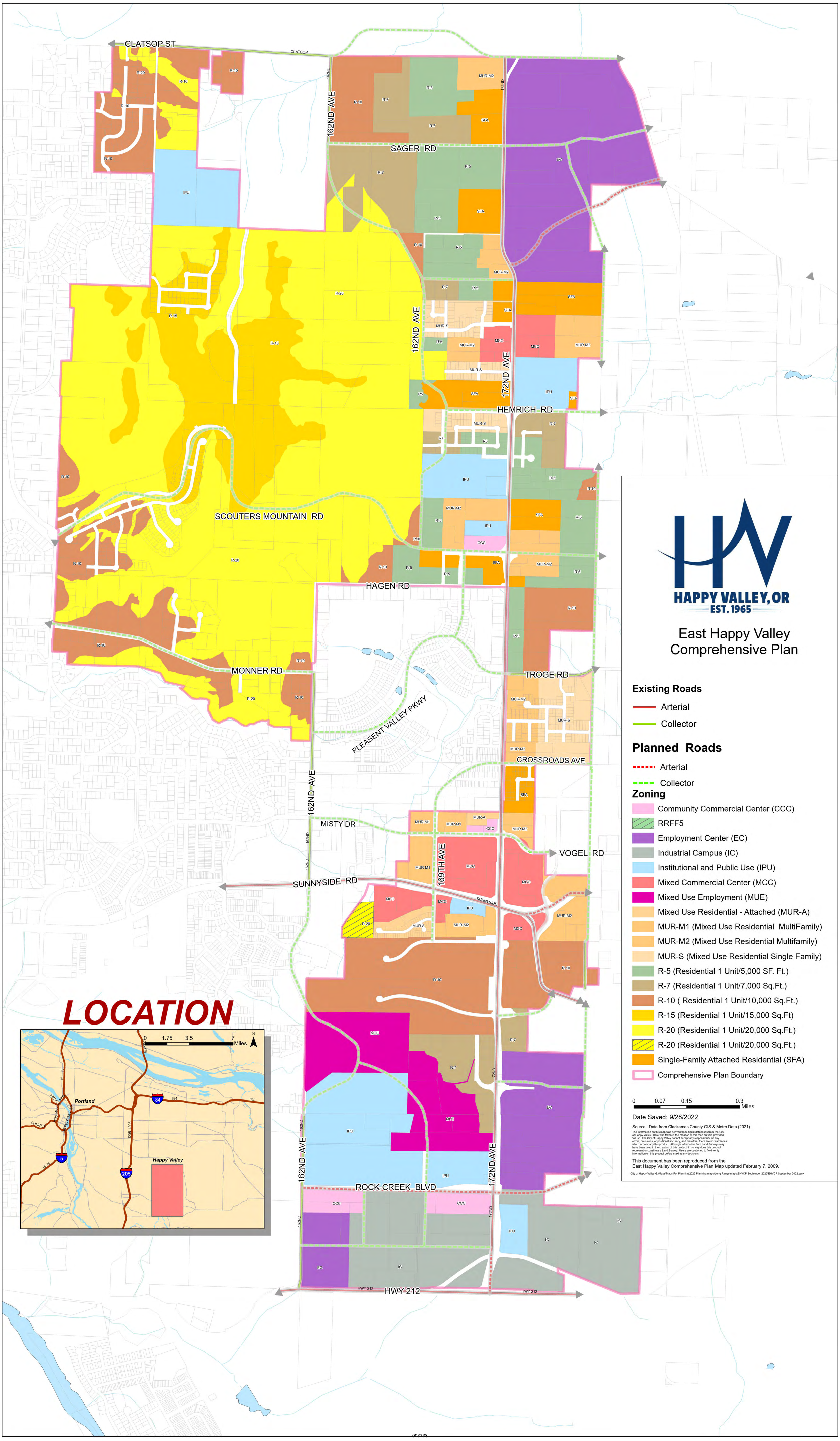
c. To that end, county staff has attached several maps to this letter to help Metro identify where future capacity numbers should be assigned and is happy to work with Metro staff to resolve this issue.

- The capacity analysis also overestimates capacity allocated to residential development and underestimates capacity for commercial development in some areas identified as having "mixed use", which county staff understands to mean zoning that would allow for both residential and commercial development. Specifically, in areas along McLoughlin Blvd in Clackamas County – in which the general commercial zoning also allows fairly high-density housing - it is assumed development of buildable lands will be 95% residential and 5% commercial. Little to no residential development has occurred in this location in the last several decades despite housing being allowed by zoning.

We acknowledge that completing these analyses for the region are challenging, especially in this time of constant change in housing and employment markets and new rules coming down from the state. We appreciate Metro's efforts to create an analysis that is more nuanced and market-based, rather than the simpler demand versus supply numbers that have been used in past reports, and we recognize that this approach leads to more uncertainty.

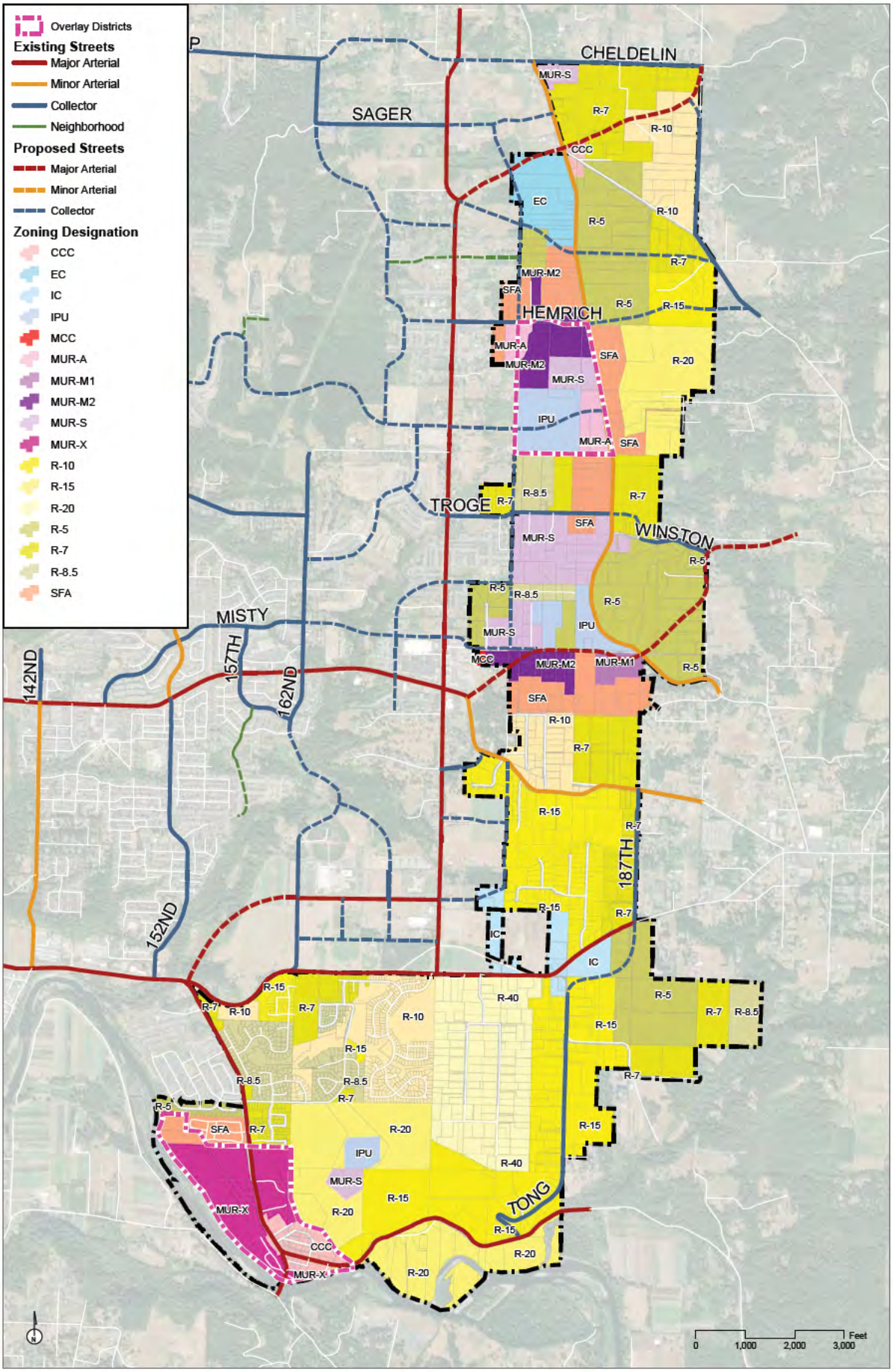
With that in mind, we would like to reiterate our Board's request to consider selecting the high growth rates for both population and employment, which will provide jurisdictions the latitude to attract more investment opportunities, meet coming housing production targets, and better be able to balance housing, employment and transportation needs.


Forest Grove
Cornelius
Hillsboro
Beaverton
Tigard
King City
Durham
Rivergrove
Tualatin
Sherwood
Wilsonville
Lake Oswego
Portland
Maywood Park
Milwaukie
Happy Valley
Johnson City
Gresham
Fairview
Wood Village
Troutdale
Gladstone
West Linn
Oregon City
Staff is unsure why this area is blue. Future capacity should be assigned to the county.
It is staff's understanding that the remainder of the land in the eastern portion of Damascus area is not assumed to have urban capacity in the 20-year time period of the UGR.
Future urban development in this general area will occur only within the city of Happy Valley. Capacity in this area should be assigned to the city. See attached:
- East Happy Valley Comprehensive Plan map
- North Carver/Pleasant Valley Comprehensive Plan map
- Happy Valley UGMA East
Future urban development in these areas will occur only within the city of Tualatin. Capacity in this area should be assigned to the city.
Future urban development in these areas will occur only within the city of West Linn. Capacity in this area should be assigned to the city.
Except for the one area circled in blue, future urban development in these areas will occur only within the city of Oregon City. Capacity in this area should be assigned to the city. See attached:
-Park Place Plan map
-South End Concept Plan map
-Thimble Creek/Beavercreek Concept Plan map
Staff received this map from DLCD to assist in this analysis. DLCD noted that this map is based on the geographies in pages 4-6 of Draft Metro UGR Appendix 2.
Key
Pink- unincorporated Washington County
Green- unincorporated Clackamas County
Beige- unincorporated Multnomah County
Blue- UGR Appendix 2 p.6 jurisdictional assignment


CLATSOP ST
CLATSOP
162ND AVE
SAGER RD
172ND AVE
SCOUTERS MOUNTAIN RD
HEMRICH RD
HAGEN RD
MONNER RD
PLEASENT VALLEY PKWY
TROGE RD
CROSSROADS AVE
MISTY DR
169TH AVE
VOGEL RD
SUNNYSIDE RD
SUNNYSIDE
ROCK CREEK BLVD
HWY 212
R-20
R-15
R-10
R-7
R-5
MUR-M2
MUR-S
MUR-M1
MUR-A
MCC
SFA
IPU
EC
CCC
IC
MUE
R5
R7
HAPPY VALLEY, OR
EST. 1965
East Happy Valley
Comprehensive Plan
Existing Roads
Arterial
Collector
Planned Roads
Arterial
Collector
Zoning
Community Commercial Center (CCC)
RRFF5
Employment Center (EC)
Industrial Campus (IC)
Institutional and Public Use (IPU)
Mixed Commercial Center (MCC)
Mixed Use Employment (MUE)
Mixed Use Residential - Attached (MUR-A)
MUR-M1 (Mixed Use Residential MultiFamily)
MUR-M2 (Mixed Use Residential Multifamily)
MUR-S (Mixed Use Residential Single Family)
R-5 (Residential 1 Unit/5,000 SF. Ft.)
R-7 (Residential 1 Unit/7,000 Sq.Ft.)
R-10 (Residential 1 Unit/10,000 Sq.Ft.)
R-15 (Residential 1 Unit/15,000 Sq.Ft)
R-20 (Residential 1 Unit/20,000 Sq.Ft.)
R-20 (Residential 1 Unit/20,000 Sq.Ft.)
Single-Family Attached Residential (SFA)
Comprehensive Plan Boundary
0 0.07 0.15 0.3 Miles
Date Saved: 9/28/2022
Source: Data from Clackamas County GIS & Metro Data (2021)
The information on this map was derived from digital databases from the City of Happy Valley. Care was taken in the creation of this map but it is provided "as is". The City of Happy Valley cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Although information from Land Surveys may have been used in the creation of this product, in no way does this product represent or constitute a Land Survey. Users are cautioned to field verify information on this product before making any decisions.
This document has been reproduced from the East Happy Valley Comprehensive Plan Map updated February 7, 2009.
City of Happy Valley G:\Maps\Maps For Planning\2022 Planning maps\Long Range maps\EHVCP September 2022\EHVCP September 2022.aprx
LOCATION
0 1.75 3.5 7 Miles
N
Portland
Happy Valley
I-5
I-205
I-84
SUNSET
HWY 43
I-405
I-5 SB

003738

Figure 23. Zoning Map



003739

DocuSign Envelope ID. 0D422339-34FF-4403-B293-E391A7AFA253

CITY OF HAPPY VALLEY/CLACKAMAS COUNTY

URBAN GROWTH MANAGEMENT AGREEMENT

This Urban Growth Management Agreement ("UGMA" or "Agreement"), by and between the City of Happy Valley, an Oregon municipal corporation ("City") and Clackamas County, a political subdivision of the State of Oregon ("County") (collectively, the "Parties," and each individually a "Party").

RECITALS

WHEREAS, authority is conferred upon local government under ORS 190.010 to enter into an agreement for the performance of functions and activities that the local government, its officers or agencies has authority to perform; and

WHEREAS, the City and the County have a common interest in coordinated comprehensive plans, compatible land uses and coordinated planning of urban facilities within the Happy Valley Urban Planning Area East ("HVUPAE"), as described in Exhibit A to this Agreement; and

WHEREAS, the exchange of information should concentrate on issues that may have a significant impact on either Party and should not entail cumbersome procedural requirements that may increase the time necessary to expedite decision making; and

WHEREAS, OAR 660-003-0010 requires management plans for unincorporated areas within an urban growth boundary to be set forth in a statement submitted to the Land Conservation and Development Commission ("LCDC") at the time of acknowledgement request; and

WHEREAS, OAR 660-011-0015 requires an urban growth management agreement to specify the entity responsible for the preparation, adoption and amendment of the public facility plan(s); and

WHEREAS, the City and County previously entered into an urban growth management agreement on January 30, 1992, and amended on June 19, 2001, and subsequently amended on November 18, 2013 for areas to the west and southwest of the existing City of Happy Valley (extending to the Veterans Memorial Highway), which is hereby referred to as the "UGMA WEST" and is a separate urban growth management agreement from this Agreement, which is hereby referred to as the "UGMA EAST".

Clackamas County Official Records
Sherry Hall, County Clerk
Commissioners' Journals
Agreements & Contracts

2021-0580

12/02/2021 2:06:29 PM

DocuSign Envelope ID. 0D422339-34FF-4403-B293-E391A7AFA253

NOW THEREFORE, the Parties agree as follows:

AGREEMENT

1. Definitions.

As used in this Agreement, the following words shall mean or include:

1.1 Comprehensive Plan. Any plan document as described in ORS 197.015(5) that is adopted by a Party and that applies within the HVUPAE.

1.1.1 City Comprehensive Plan. The City of Happy Valley Comprehensive Plan.

1.1.2 County Comprehensive Plan. The Clackamas County Comprehensive Plan.

1.2 Land Use Policies. The whole or any part of any comprehensive plan, subarea comprehensive plan, Title 16 of the City's Municipal Code ("Development Code"), the Clackamas County Zoning and Development Ordinance ("ZDO"), refinement plan, public facility plan developed under OAR Chapter 660, Division I, land use regulation as defined by ORS 197.015(11), or any other generally applicable policy regulating the use or development of land. As applied to Metro, "Land Use Policies" include Planning Goals and Objectives, Regional Urban Growth Goals and Objectives, Functional Plans, and Regional Framework Plans.

1.3 Happy Valley Urban Planning Area East ("HVUPAE"). The HVUPAE includes unincorporated land within the Portland Metropolitan Urban Growth Boundary ("UGB") located generally east of 172nd Avenue and west of 222nd Avenue, as illustrated on the map attached as Exhibit A to this Agreement.

2. Terms of this Agreement.

2.1 This UGMA EAST becomes effective as specified under Section 8.3, below, and shall continue thereafter for an initial term of 10 years, unless terminated as provided in this Section or modified consistent with Section 8.4. This Agreement automatically renews for one additional 10-year term unless, not later than 90 days prior to the expiration of the initial term of this UGMA, one of the Parties provides the other Party with written notice that it does not wish to renew the UGMA EAST, in which case this UGMA will automatically terminate upon completion of the initial 10-year term. Either Party may terminate this agreement at any time after providing at least 90 days written notice to the other Party.

3. General Provisions.

3.1 General Planning and Permitting Responsibilities

3.1.1 Comprehensive Plan/Zoning Designations and Amendments. The County Comprehensive Plan and zoning shall apply to all unincorporated land within the HVUPAE until such time as those lands are annexed into the City. Unless

otherwise provided by law, the development of a comprehensive plan map amendment or zone change for the unincorporated areas within the HVUPAE shall be a coordinated joint effort of the Parties. The County shall be responsible for preparing and making a decision on all legislative and quasi-judicial comprehensive plan amendments/zone changes for areas within the HVUPAE not annexed to the City in coordination with the City and consistent with state law and the Metro Functional Plan. The City shall have the unrestricted right to review, comment on and appeal all legislative and quasi-judicial comprehensive plan amendments/zone changes processed by the County within the HVUPAE.

3.1.2

Land Use Permitting Authority. The County Comprehensive Plan and land use regulations shall apply to an application for a permit or other land use review within the HVUPAE not annexed to the City. County shall retain responsibility and authority for all implementing regulations and land use actions for all unincorporated lands within the HVUPAE, until lands are annexed to the City.

For properties that annex into the City of Happy Valley in the HVUPAE, the City shall apply the underlying County Plan and zone provisions in accordance with the procedural framework of the City's Municipal Code until the City has adopted urban City Comprehensive Plan designations and zoning districts for the HVUPAE.

3.1.3

Urban Plan Development. The Parties agree that the City shall be responsible for developing and adopting an urban Comprehensive Plan and zoning districts for areas that do not currently have urban designations within the HVUPAE, per Section 4 of this Agreement.

3.1.4 Land Divisions. Land divisions that would create parcels smaller than 20 acres in size shall not occur within lands with a Rural Comprehensive Plan designation within the HVUPAE.

3.2 Annexation.

3.2.1 Conditions Requiring Annexation. The owner(s) of property adjacent to the City (including by extension of a public right-of-way or body of water, per the City's annexation policies), who are seeking access to City-provided services (for example, Planning, Engineering, or Building Division permits) may be required to submit an annexation petition to the City.

3.2.2 Annexation Consent. At the discretion of the Board of County Commissioners ("Board"), the County may provide consent for annexations, when such consent is required per ORS 222.170 or ORS 222.125 for properties utilizing county right-of-way for an annexation, if city agrees to accept the transfer of the section of the roadway being used to access the annexed property.

3.2.3 Annexation Plan. Any City-initiated Annexation Plan shall be developed consistent with applicable state and regional laws. Opportunity shall be provided

to citizens, the County, active Citizen Planning Organizations ("CPOs") and affected service providers to review and comment on the Annexation Plan prior to any annexation election. Annexation Plan(s) will include development of public facilities plan(s) for the Annexation Plan area(s).

3.3 Public Facilities.

3.3.1 Public Facilities Plans. Except as identified in Section 4, the City shall coordinate the preparation or amendment of public facilities plans within the HVUPAE as may be required by OAR Chapter 660, Division 11 (Public Facilities Planning) and applicable sections of ORS Chapter 195 with the appropriate service providers. Upon annexation, an area within the HVUPAE shall be provided with public facilities services through a combination of City-provided services and by way of Intergovernmental Agreements ("IGAs") with applicable service providers, which may include the following: sanitary storm services – Water Environment Services "WES"); water service providers – Sunrise Water Authority, Clackamas River Water; county road services – Clackamas County Department of Transportation and Development; fire prevention services – Clackamas Fire District No. 1; services related to the provision and maintenance of open space – Metro; mass transit services – Tri-Met; and, school facility planning – North Clackamas School District No. 12, Gresham-Barlow School District, and Centennial School District.

3.3.2 New Service Districts. County shall not form any new county service districts to serve any areas within the HVUPAE, nor shall it support the annexation of any land within the HVUPAE to any such districts or to any other service districts without the prior written consent of the City.

4. Planning for Urbanization of Rural Lands in the HVUPAE.

4.1 Planning authority. The City shall be responsible for planning for any future urbanization of rural lands within the HVUPAE. The urbanization of rural lands within the HVUPAE will only occur upon annexation to the City. The City shall coordinate with the County Planning Division and other relevant County Department of Transportation and Development ("DTD") staff regarding future urban planning and development activities and the transportation network in the HVUPAE. County staff shall be invited to participate in the proceedings of all relevant Technical Advisory Committees in the review of urban plans within the HVUPAE. The City shall notify and coordinate with the County on amendments to the City's Transportation System Plan ("City TSP").

4.2 Land use and transportation planning in the HVUPAE. Building off existing studies and previously completed planning work, the City of Happy Valley and the County will develop the following planning documents for the HVUPAE:

4.2.1 Integrated Land Use and Transportation Plans (Urban Plans):
The City may create detailed, integrated land use and transportation plans for "phases," or portions of the HVUPAE that the City determines are of sufficient size to phase development and urban service provision in a cost-effective and efficient manner. These plans shall include all elements required for a full urban

comprehensive plan for the selected area.

4.2.1.1 Coordination: All integrated land use and transportation plans shall be coordinated with the County to ensure consistency with County transportation plans and other planning in adjacent unincorporated rural areas. The City shall lead this planning undertaking with County coordination and participation in all relevant committees.

4.2.1.2 Notification: The City shall notify the County Planning Director prior to the initiation of each phase of urban land use and transportation planning. Notification shall, at a minimum, include a map of the area to be planned and an estimated timeframe for adoption of an urban plan.

4.2.1.3 Providing Employment Land: The City and County recognize the importance or providing employment land to support stronger economic growth in the County and will work together to identify opportunities to provide such lands in the HVUPAE, to potentially include employment areas different than those identified as Metro Title 4 lands.

4.2.1.4 Providing Affordable Housing Opportunities: The City and County recognize the importance or providing land for the development of affordable housing in the County and will work together to identify opportunities to provide such lands in the HVUPAE.

4.2.2 Clackamas County Transportation System Plan ("County TSP"): An update of the County TSP will be developed for the Metro UGB area illustrated within Exhibit A beyond (east of) any areas inside the HVUPAE that are not part of an integrated land use and transportation plan that is adopted or actively being completed by the City. The County TSP update will plan for transportation improvements necessary to serve travel patterns that are expected in the future in and adjacent to the HVUPAE including, without limitation, those areas within the Metro UGB but outside the HVUPAE.

4.3 State Highway System Improvements. The City and County recognize the importance of working with the Oregon Department of Transportation ("ODOT") to ensure that state transportation facilities be built/improved to accommodate expected population and employment growth in the HVUPAE and will utilize any subsequent land use and transportation plans to advocate for the timely development of the Sunrise Highway.

5. Other City Responsibilities.

5.1 Functions. All functions relating to the subject matter of this Agreement not specifically listed in this Section or any Exhibit as being the responsibility of the City will remain the responsibility of County. City shall be responsible for the timely and effective distribution to County of studies, information, requests, data and personal communications in City's possession on any matter concerning coordination between the City and County and/or regarding any infrastructure or policy issues coordinated by County.

5.2 Road Jurisdiction, Transfer and Condition. The City shall assume jurisdiction of the full width of any applicable segment of County road classified by the County as minor arterial, collector, connector, or local street that is within or immediately abutting an area annexed to the City within one year of the date of that annexation, assuming all provisions detailed below have been met. The transfer and assumption of jurisdiction shall be consistent with the provisions of ORS 373.270.

Concurrent with the date that a road is transferred, the County will upgrade the roadway or provide funds equivalent to the cost of a two-inch overlay over the existing pavement area, unless the road has a Pavement Condition Index (PCI) rating of 70 or higher, or the Parties mutually agree that overlay funds are not necessary for transfer. Alternatively, if a roadway or roadway section has a PCI of 50 or less, the City will only accept said roadway once a PCI of 70 or higher is achieved by the County or the Parties mutually agree upon a funding level equivalent to upgrading of the roadway to a PCI of 70 or higher.

5.2.1 For any County minor arterial, collector, connector or local street within the City boundary that is being transferred, but subsequent to annexation, the County shall allow improvements to be constructed to City standards and defer permitting authority to the City. The City shall issue all appropriate permits directly to the developer.

5.2.2 For any improvements to a County major arterial road within the City boundary, the County shall determine if City standards along the major arterial are acceptable to the County and do the following:

A. If the City standards are acceptable to the County, the County shall allow all improvements to be constructed to City standards. The County shall issue all appropriate permits with City concurrence.
B. If the proposed cross section standards are not acceptable to the County, the County shall require those improvements to be constructed to County standards. The County shall issue all appropriate permits.

5.3. City Notice to and Coordination with the County and CPOs.

5.3.1. The City shall provide notice to the County and the appropriate active CPOs at least 20 days prior to the first public hearing on all proposed annexations or extraterritorial service extensions into unincorporated areas.

5.3.2. The City shall provide notice to the County at least 20 days prior to the first scheduled public hearing on all proposed legislative changes to the City Comprehensive Plan or any quasi-judicial hearings regarding properties adjacent to unincorporated areas within the HVUPAE.

5.3.3. The City shall notify and coordinate with the County on amendments to the City TSP.

5.3.4. City shall provide notice and a service-provider comment letter to the applicable County Department in conjunction with the City's review of any land use application or building permit in which the proposed development activity might affect County facilities.

6. Other County Responsibilities.

6.1. County Notice to and Coordination with the City for Lands in HVUPAE.

6.1.1. The County shall provide notice to the City at least 20 days prior to the first scheduled public hearing on all proposed legislative changes to the County Comprehensive Plan text, implementing ordinances or other land use policies affecting land within the HVUPAE, and shall provide notice to the City at least 20 days prior to the first scheduled quasi-judicial public hearing regarding any properties adjacent to the City's incorporated area.

6.1.2. The County shall provide notice to the City at least 20 days prior to a staff decision on any Type II application for administrative action as provided in the ZDO for property within the HVUPAE.

6.1.3. The County shall notify and invite City staff to participate in or comment on all pre-application meetings for design review, conditional use permits, partitions, subdivisions or other significant development proposals within unincorporated areas of the HVUPAE at least 15 days prior to any such meeting.

6.1.4. Any amendments proposed by the County to the UGB within one mile of the HVUPAE will be reviewed jointly by the City and the County prior to submission to Metro.

6.1.5. In any County land use proceeding affecting property within the HVUPAE, the County shall enter all written comments received from the City into the public record and shall consider such written comments in the exercise of its planning and plan implementation responsibilities.

7. Mutual Indemnification

7.1 Subject to Article XI of the Oregon Constitution and ORS 30.260 to 30.300, the City will hold harmless, defend and indemnify the County, its elected officials, officers, and employees, for and against any claims or damages to property or injury to persons, resulting in whole or part from City's acts or omissions in performing any obligations under this Agreement.

7.2 Subject to Article XI of the Oregon Constitution and ORS 30.260 to 30.300, the County will hold harmless, defend and indemnify the City, its elected officials officers and employees for and against any claims or damages to property or injury to persons, resulting in whole or part from the County's acts or omissions in performing any obligation under this Agreement.

8. General Provisions.

8.1 Applicable Law. This Agreement shall be governed by Oregon law, without giving effect to the conflict of law provisions thereof, and the Parties agree to submit to the jurisdiction of the courts of the State of Oregon.

8.2 Insurance Coverage.

8.2.1. Commercial General Liability Insurance. Each of the Parties shall obtain and maintain at all times during the course of this Agreement commercial general liability insurance coverage pursuant to Oregon Tort Claims Act and subject to the limits of the Act covering Bodily Injury and Property Damage on an "occurrence" form in the amount of not less than $1 Million per occurrence/$2 Million general aggregate for the protection of the other Party, its officers, elected officials and employees. This coverage shall include Contractual Liability insurance for the indemnity provided under this Agreement.

8.2.2. Notice of Cancellation. There shall be no cancellation, material change, exhaustion of aggregate limits or intent not to renew any Party's insurance coverage contemplated by this Agreement without 60 days written notice to the other Party. Any failure to comply with the provision will not affect the insurance coverage provided to the Party. The 60-day notice of cancellation provision shall be physically endorsed on to the policy.

8.2.3. The County may self-insure to meet the minimum insurance requirements of this Section 8.2, to the extent that it maintains a self-insurance program that complies with the insurance requirements applicable under this Section 8.2.

8.3 Effective Date and Term. This Agreement shall become effective on the last date signed below and shall continue in effect according to its Terms.

8.4 Amendment. This Agreement may be amended at any time consistent with Section 8.9 below.

8.5 Assignment. Except as otherwise provided herein, the Parties may not assign any of their rights or responsibilities under this Agreement without prior written consent from the other Party, except that a Party may delegate or subcontract for performance of any of their responsibilities under this Agreement.

8.6 Dispute Resolution.

8.6.1. Subject to mutually agreed upon extensions of time in writing, failure or unreasonable delay by any party to substantially perform any material provision of this agreement shall constitute default. In the event of an alleged default or breach of any term or condition of this agreement, the Party alleging such default or breach shall give the other Party not less than 30 days written notice specifying the nature of the alleged default and the manner in which the default may be cured satisfactorily. During this 30-day period, the Party shall not be considered in default for purposes of termination or instituting legal proceedings.

8.6.2. The Parties shall first attempt to resolve the dispute by negotiation, followed by mediation, if negotiation fails to resolve the dispute.

8.6.3. Step One: (Negotiation). Each Party will select one or more person(s) to negotiate on behalf of the entity they represent. Those person(s) shall then meet and attempt to resolve the issue. If the dispute is resolved, there shall be a written determination of such resolution, signed by a representative of each Party and ratified by the governing bodies that shall then be binding.

8.6.4. Step Two: (Mediation). If the dispute cannot be resolved within thirty (30) days at Step One, the Parties may submit the matter to mediation. The Parties shall attempt to agree on a mediator. If they cannot agree, the Parties shall request a list of five (5) mediators from an entity or firm providing mediation services. The Parties will attempt to mutually agree on a mediator from the list provided, but if they cannot agree, each Party shall select one (1) name. The two selected shall select a third person who shall serve as the mediator. The common costs of mediation borne equally by the Parties with each bearing its own costs and fees. If the issue is resolved at this step, a written determination shall be signed by each Party and approved by the governing bodies.

8.6.5. Step Three (Legal Action). If the dispute remains unresolved following mediation, the Parties may seek remedy by appropriate proceedings filed in Clackamas County Circuit Court. In any such judicial proceeding, each Party shall be responsible for its own costs and fees.

8.7 Execution in Counterparts. This Agreement may be executed in any number of counterparts, each of which may be executed by any one or more of the parties hereto, and all of such counterparts shall constitute one Agreement. Counterparts of executed signature pages may be attached to any one or more counterparts of this Agreement. To facilitate execution of this Agreement, the Parties may execute by facsimile or e-mail transmission counterparts of the signature pages.

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8.8 Severability. In the event a court of competent jurisdiction deems any portion or part of this Agreement to be unlawful or invalid, only that portion of part of the Agreement shall be considered unenforceable. The remainder of this Agreement shall continue to be valid.

8.9 Entire Agreement. This Agreement constitutes the entire agreement between the Parties and supersedes any prior oral or written agreements or representations relating to the HVUPAE. No waiver, consent, modification or change of terms of this Agreement shall bind the Parties unless in writing and signed by each party.

8.10 Non-Exclusive Rights and Remedies. Except as otherwise expressly provided herein, the rights and remedies expressly afforded under the provisions of this Agreement shall not be deemed exclusive and shall be in addition to and cumulative with all rights and remedies otherwise available at law or in equity. The exercise by either Party of any one or more of such remedies shall not preclude the exercise by it, at the same or different times, of any other remedies for the same default or breach, or for any other default or breach, by the other Party.

8.11 Debt Limitation. This Agreement is expressly subject to the debt limitation of Oregon counties set forth in Article XI, Section 10, of the Oregon Constitution, and is contingent upon funds being appropriated therefore. Any provisions herein which would conflict with law are deemed inoperative to that extent.

8.12 Waiver. The failure of either Party to enforce any provision of this Agreement shall not constitute a waiver by such Party of that or any other provision.

8.13 Interpretation. The titles of the sections of this Agreement are inserted for convenience of reference only and shall be disregarded in construing or interpreting any of its provisions.

8.14 No Third-Party Beneficiary. Neither Party intends that this Agreement benefit, or create any right or cause of action in, or on behalf of, any person or entity other than the County or the City.

8.15 Notices. All notices or other communications required or permitted under this Agreement shall be in writing, and shall be mailed or sent by scanned document (e-mailed) or faxed with hard copy to follow by post, addressed as follows:

To City: City of Happy Valley
Economic & Community Development Department
16000 SE Misty Drive
Happy Valley, OR 97086

To County: Clackamas County Planning & Zoning Division
150 Beavercreek Rd.
Oregon City, OR 97045

IN WITNESS WHEREOF, the respective Parties have caused to be signed on their behalf and enter into this Agreement on the last date indicated below.

CITY OF HAPPY VALLEY

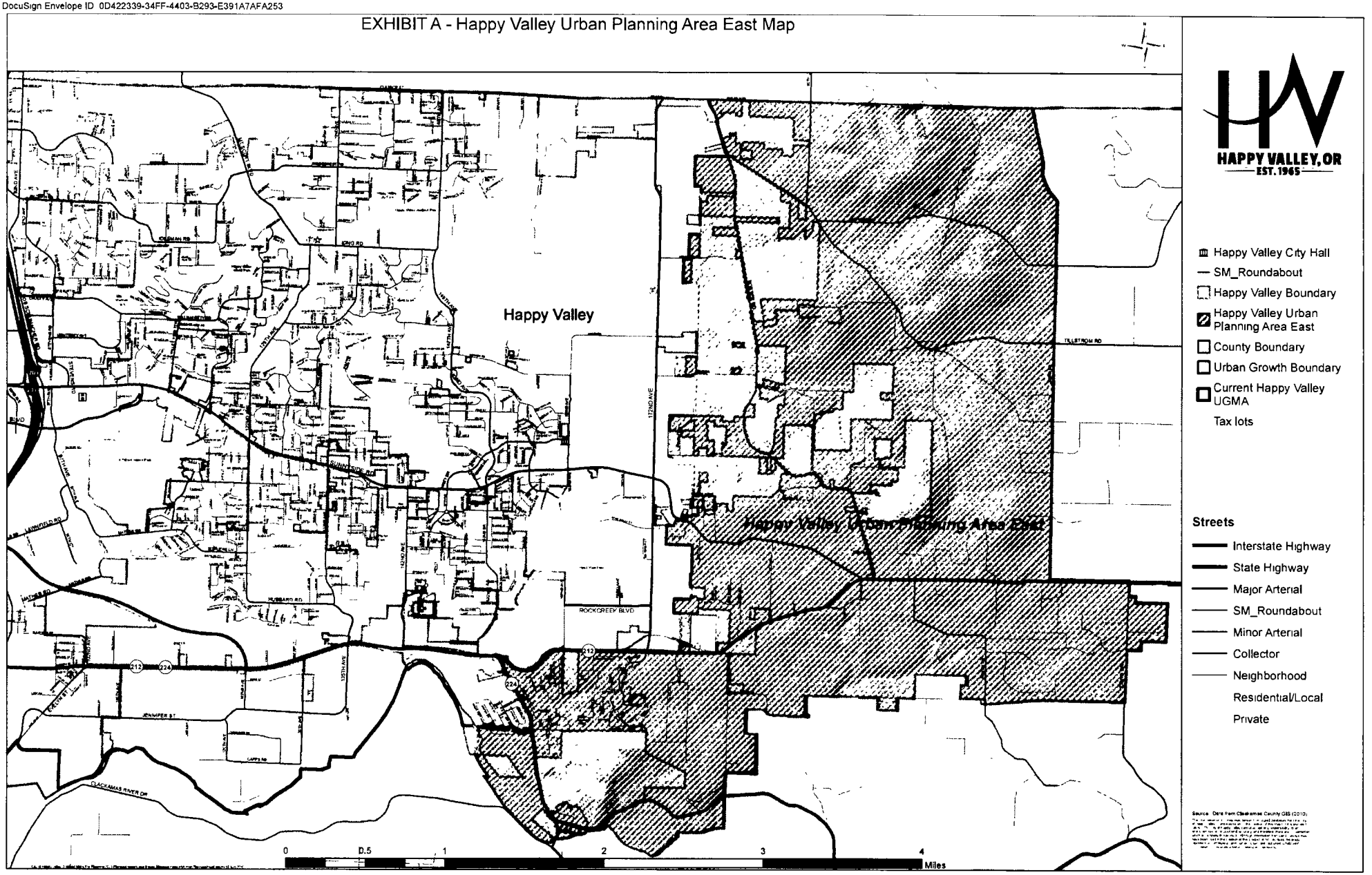
By DocuSigned by: Tom Ellis 10F80C7CEFCD433 Date 10/26/2021
Mayor

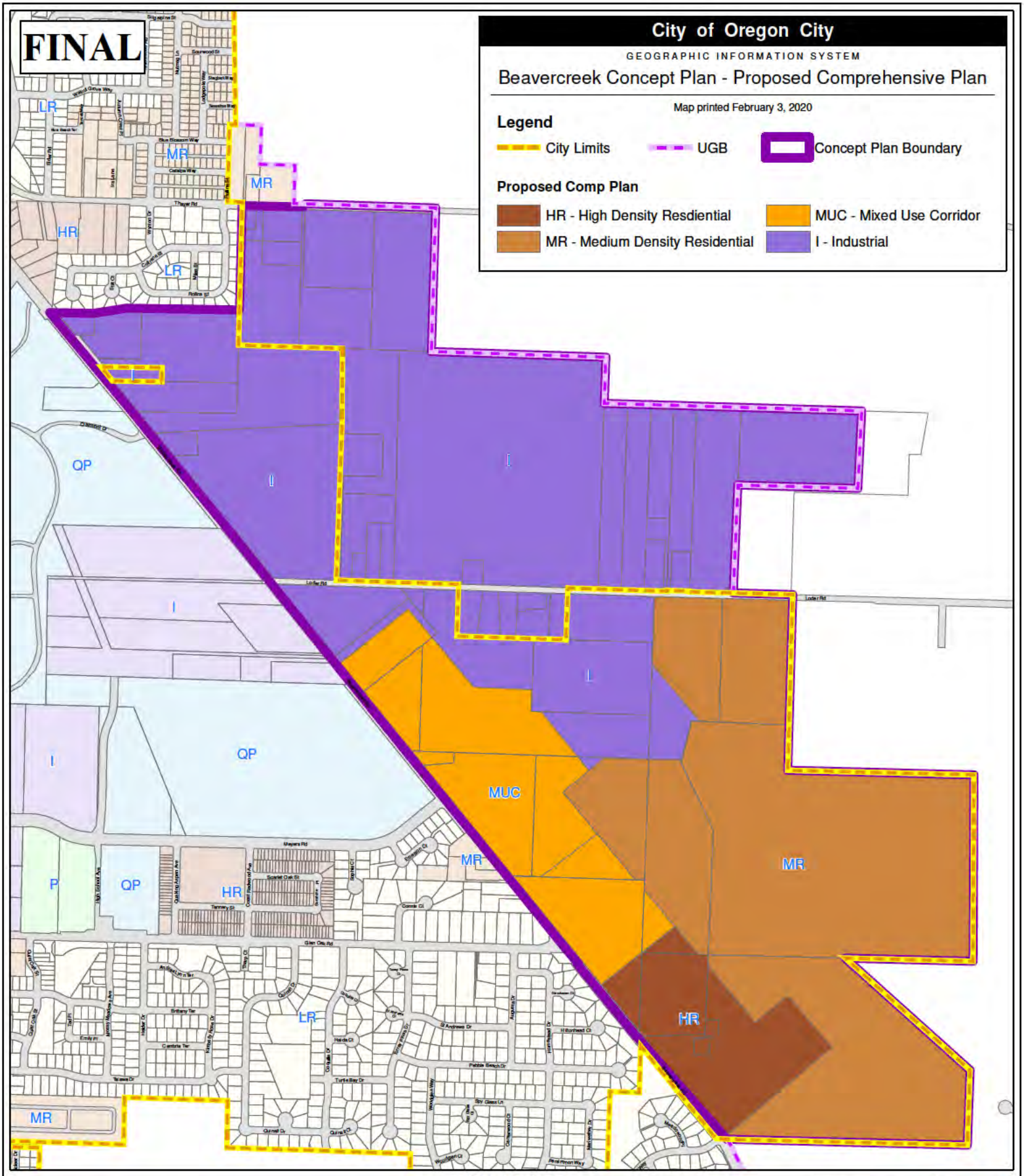
CLACKAMAS COUNTY

By _____ Date 11/24/2021
Chair, Board of County Commissioners

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EXHIBIT A - Happy Valley Urban Planning Area East Map





The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. This map is not suitable for legal, engineering, or surveying purposes. Notification of any errors is appreciated.

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LEG 19-0003
Beavercreek Road Concept Plan - Zoning and Code Amendments

0 450 900 Feet

1 inch = 900 feet

City of Oregon City
P.O. Box 3040
625 Center St
Oregon City, OR 97045
503-657-0891 phone
503-657-6629 fax
www.orcity.org

Plot date: February 3, 2020
Plot name: Beavercreek Concept Plan - Proposed Comp Plan - 8x10P - 20200203.pdf
Map name: Beavercreek Concept Plan - Proposed Comp Plan - 8x10P.mxd

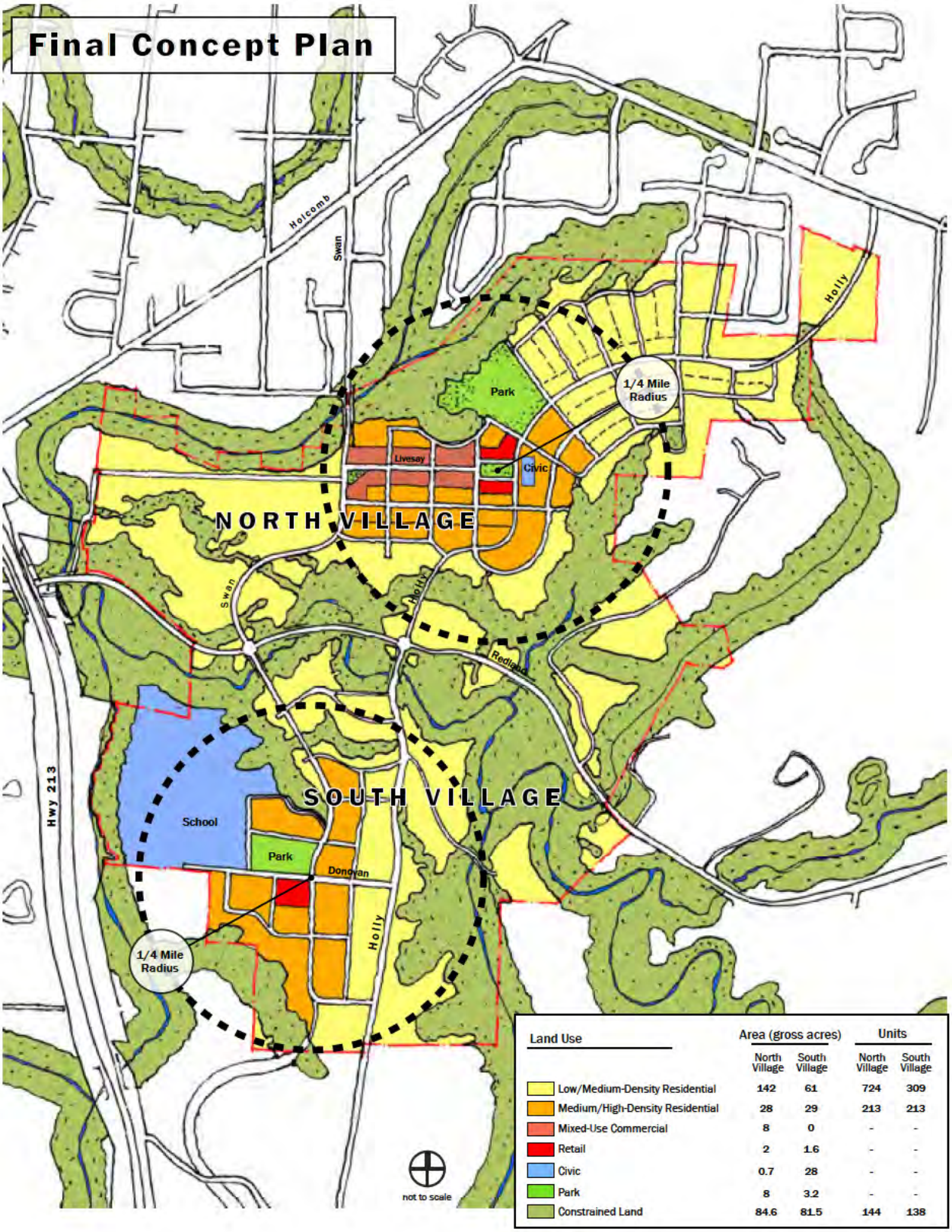


Figure 1-1. Park Place Concept Plan Urban Growth Diagram

This map is for concept planning purposes only. The specific locations of natural resource boundaries, open space, parks, land uses, roads, trails, infrastructure and related improvements may change and is subject to on-site verification and design at the time of development.

City of Oregon City

GEOGRAPHIC INFORMATION SYSTEM

Proposed Comprehensive Plan Designations

- LR - Low Density Residential
- MR - Medium Density Residential
- HR - High Density Residential
- Mixed Use-Corridor
- QP - Public/Quasi Public
- City Limits
- UGB
- Study Area

South End Concept Plan

OREGON CITY

The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. This map is not suitable for legal, engineering, or surveying purposes. Notification of any errors is appreciated.

N W E S

0 0.25 0.5 Miles

0 1,000 2,000 3,000 Feet

003754

City of Oregon City
P.O. Box 3040
625 Center St
Oregon City, OR 97045
503-657-0891 phone
503-657-6629 fax
www.orcity.org

OREGON CITY

Plot date: March 21, 2014
Plot name: SECP - Proposed Comp Plan - 11x17P - 20140321.pdf
Map name: SECP - Proposed Comp Plan - 11x17P.mxd

Please recycle with colored office grade paper.

Miriam Hanes

From: Fritzie, Martha <[redacted]>
Sent: Thursday, August 22, 2024 3:16 PM
To: Metro 2040
Subject: [External sender]Clackamas County Staff Comments - Draft UGR 2024
Attachments: Metro Draft UGR Technical Staff Letter_ClackCo_082224.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Thank you for considering the attached comments from Clackamas County staff regarding the draft UGR Report.

Please feel free to reach out to me with any questions,
Martha

Martha Fritzie, Principal Planner
Clackamas County DTD|Planning & Zoning
150 Beavercreek Road|Oregon City, OR 97045
[redacted]

Working hours 7:30am to 6:00pm|Monday – Thursday

Please visit our **webpage** for updates on Planning services available online, service hours and other related issues.



Follow Clackamas County: Facebook | Twitter | YouTube | Nextdoor

PMAR
PORTLAND METROPOLITAN ASSOCIATION OF REALTORS®

August 22, 2024

Urban Growth Management Team
Metro
600 NE Grand Avenue
Portland, OR 97232

Dear Metro Urban Growth Management Team,

I am writing on behalf of the Portland Metropolitan Association of Realtors® (PMAR) regarding Metro's Draft Urban Growth Report. We appreciate the extensive work Metro's staff put into the Urban Growth Report. We would also like to thank Metro for inviting PMAR to the Urban Growth Report Stakeholder table; it was a welcome opportunity to better understand the report's underlying work, data, and assumptions, and to discuss some of our region's challenges and opportunities with other stakeholders.

PMAR recognizes the Portland region is lacking tens of thousands of homes necessary to meet our growing population and that people in our community suffer due to this lack of housing. Our region's current level of housing construction is 10.1% below the long-term average, and no where near on pace to catch up with past underproduction, let alone accommodate future growth. Portland in particular is struggling to keep up with needed housing production; the city is on track to produce only 500 new units this year, when the forecasted need by 2045 is more than 120,000 new homes.

As a region, we must embrace land use, development, and zoning principles that provide and encourage an abundant mix of housing types that meets community needs and provides sufficient housing for current and future residents. Restrictive land use regulations play a major role in stymying the proliferation of new housing. Accordingly, PMAR supports much needed growth in the Metro area's capacity for housing development, which removes a barrier to housing construction; getting the 2024 growth management decision right will support the continued growth and prosperity of our entire region.

In that spirit, PMAR strongly urges Metro to adopt a higher growth population forecast, and urges the Metro Council to support the City of Sherwood's request for expansion.

Population Forecast

The draft report forecasts regional population growth "only from net in-migration," due to lower

forecasted birth rates, and assumes that growth rates will be slower as a result over the next 20 years.

While this is a reasonable assumption, it fails to recognize that the policy choices we make today will impact whether or not our region is a place that attracts new residents over the next 20 years. Put another way, if we plan for low growth, we are unlikely to see anything other than low growth. But if we plan for robust growth, and make policy choices that support a vision of higher growth, our region becomes a more attractive place to future residents.

We strongly recommend adoption of the higher growth population forecasts, to set the stage for nearer term policy decisions and actions that will in turn foster stronger population growth, and help our region realize economic growth and prosperity.

City of Sherwood Expansion

PMAR supports the City of Sherwood's expansion proposal, particularly the 340 net acres of residential land proposed in the Sherwood West Concept Plan. PMAR believes that there is no one-size-fits-all to housing and that a vast array of homes of various types and at various price-points are needed to serve members of the community, accommodate new residents, and ensure that members of our community can buy a home that fits their unique needs. Accordingly, while Metro may want to make recommendations or provide incentives to encourage certain kinds of housing development, PMAR would discourage prescriptive requirements or new regulations that would limit Sherwood's housing development options.

PMAR is committed to working collaboratively with Metro and other stakeholders to ensure that our region's growth management decision is implemented in a way that benefits all residents and facilitates growth of the housing market.

Michele Gila
Director of Realtor® Advocacy

Miriam Hanes

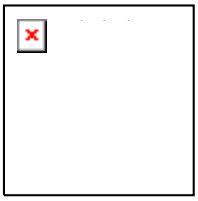
From: Amy Ruiz <[redacted]>
Sent: Thursday, August 22, 2024 3:17 PM
To: Metro 2040
Cc: Michele Gila; Kari Chisholm
Subject: [External sender]Fwd: UGR comments
Attachments: PMAR UGR Report Comments 08222024.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Attached, please find comment on the Urban Growth Report from Portland Metropolitan Association of Realtors®. Thank you for the opportunity to weigh in.

Best,
Amy Ruiz

—
Amy Ruiz
[redacted]
Partner, Swift Public Affairs
[redacted]



Miriam Hanes

From: Patty Hales [redacted]
Sent: Thursday, August 22, 2024 6:07 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Sherwood Urban growth boundary

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Patricia Hales

Miriam Hanes

From: Jessica Pelz [redacted]
Sent: Friday, July 26, 2024 4:16 PM
To: Metro 2040
Cc: Stephen Roberts; Erin Wardell; Theresa Cherniak
Subject: [External sender]2024 UGR Testimony - Washington County Board of Commissioners
Attachments: BCC - Urban Growth Report Comment Letter 07-16-24.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Urban Growth Management Team,

Please accept the attached letter from the Washington County Board of Commissioners into the public record for the 2024 Urban Growth Report.

Thank you,
Jessica

Jessica Pelz, AICP | Policy Analyst
Washington County Department of Land Use & Transportation
Office of the Director
[redacted] | Hillsboro, OR 97124
[redacted]

INFO: Washington County email address has changed from @co.washington.or.us to @washingtoncountyor.gov. Please update my contact information.

July 16, 2024

Metro Council
600 NE Grand Ave.
Portland, OR 97232

RE: Draft 2024 Urban Growth Report

Dear Chair Peterson and Metro Councilors,

Thank you for the opportunity to comment on the draft Urban Growth Report (UGR) and Sherwood West urban growth boundary (UGB) expansion proposal. The 2024 growth management decision is the blueprint for how Metro Council will lead the region in planning for future housing development and employment opportunities. We appreciate that these decisions are challenging and acknowledge there are trade-offs that must be carefully considered in this decision process.

Our Board strongly supports the City of Sherwood's application for expansion of the urban growth boundary to include the 1,291 acres within the Sherwood West urban reserve area. The city has demonstrated their readiness to serve the area with governance and infrastructure as required by Metro's Urban Growth Management Functional Plan. The City's plan envisions that up to 5,582 housing units and 4,524 jobs could be accommodated in the expansion area. As we are all grappling with ways to produce more housing in the region and across the state, adding this land to our regional urban growth boundary makes sense. In addition, Sherwood has shown that the proposed Sherwood West employment area has the site suitability characteristics to attract more of the types of industry that Sherwood has successfully recruited to the city in recent years. Even though this is a regional urban growth boundary expansion decision using regional analysis, place matters in this consideration. Sherwood has demonstrated that they are a place where people want to both work and live.

We also encourage Metro Council to strongly consider selecting the high growth rate for both population and employment. The selected growth rates guide regional policy and funding decisions around housing, employment land and supporting infrastructure. Choosing low growth rates could artificially constrain our ability to plan for or make decisions to support the development of badly needed housing of all types, or further constrain opportunities to grow our region's traded-sector employment, which provides living wage jobs for thousands of our community members.

Board of County Commissioners
[redacted] Hillsboro, OR 97124-3072
[redacted]

Thank you for your consideration. We look forward to continued partnership with Metro in planning to accommodate future growth to keep our region a thriving and great place to live.

Sincerely,



Chair Kathryn Harrington
On behalf of Washington County Board of Commissioners

Cc: Board of County Commissioners
Sherwood City Council
Stephen Roberts, Director of Land Use & Transportation, Washington County
Catherine Ciarlo, Director of Planning, Development and Research, Metro

Board of County Commissioners
[redacted], Hillsboro, OR 97124-3072
[redacted]

Miriam Hanes

From: Brandi Hendryx <[redacted]>
Sent: Thursday, August 22, 2024 6:32 PM
To: Metro 2040; Marissa Madrigal; Lynn Peterson; Gerritt Rosenthal; Ashton Simpson; Mary Nolan; Christine Lewis; Juan Carlos Gonzalez; Duncan Hwang; [redacted]
Cc: [redacted]
Subject: [External sender]2024 Sherwood West Urban Growth Boundary Expansion Proposal - Opposition

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

To whom it may concern,
As long time residents (since 1997) and taxpayers of Sherwood, we strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. We stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Brandi & Tony Hendryx
[redacted]

My name is Julie Horowitz.

My family and our family farm is on the edge of the UGB expansion area. We've lived here 25 years.

I am a supporter of the West of Sherwood Farm Alliance.

The Mayor of Sherwood and Planning Director have testified publicly that what will be built in the Sherwood UGB expansion area will be market-rate housing, not affordable housing.

According to Redfin the average rent in Sherwood is $2,704 per month.

That is $700 more per month than in Beaverton, $900 more per month compared to Portland and $1,000 more per month than in Gresham.

If you assume a household is willing - or forced - to pay 30% of its pre-tax income on rent in Sherwood, they will need to earn $108,000 per year to afford that rent.

No teacher in Sherwood schools, even one with a master's degree and many years of experience, can afford that rent. No one working in the proposed "hospitality commercial" area in the Concept Plan would even dream of renting in Sherwood.

The average home price in Sherwood, according to Zillow, is about $650,000.

A family would need a household income of about $172,000 to buy that housing, assuming they had saved $130,000 for the downpayment and could get a 6.5% interest rate. And they would still be paying 30% of their pre-tax income for their home.

The idea that adding land for housing in Sherwood will contribute to the supply of affordable housing in the region is ridiculous. Ridiculous.

If MPAC is really interested in UGB expansions that might, *might*, contribute to the supply of truly affordable housing, you should recommend that the Metro Council reject this proposal and instead wait to consider UGB expansion applications are made under Governor Kotek's Senate Bill 1537.

That bill will go into effect in January, a few weeks after Metro is scheduled to make its decision on the Sherwood luxury housing proposal.
****

Julie Horowitz

Miriam Hanes

From: Julie Horowitz [redacted]
Sent: Wednesday, August 21, 2024 5:15 PM
To: Metro 2040; Sherwood Farm Alliance
Subject: [External sender]2024 Sherwood West Urban Growth Boundary Expansion Proposal

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To Whom it May Concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Julie Horowitz

Miriam Hanes

From: Jim Huston [redacted]
Sent: Thursday, August 15, 2024 5:06 PM
To: Metro 2040
Cc: Jan Huston; [redacted]
Subject: [External sender]We Say NO to the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

We Say NO to the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary
[redacted]

To whom it may concern:

As residents and taxpayers of Sherwood, we strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes.

The proposed expansion is unnecessary because:

- Metro's own projections from 2022 forecast only 3% growth for Sherwood in coming decades.
- Sherwood has sufficient land already to support additional housing and economic development - if developed wisely. The desires of Sherwood City to expand its tax base and of developers to gain additional lands for development are not adequate justification for the proposed expansion.
- Minimal support from the local community. In a 2021 poll, 84% of Sherwood residents opposed the UGB expansion in and around Sherwood.
- There are currently large areas of undeveloped land that have been brought inside the UGB in the last 20 years. According to projections, there is sufficient industrial land within the current boundary for the next 20 years. This proposed expansion (or a modified version) can be revisited in 10-12 years, but at this time it is completely unnecessary.

We stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community. Senate Bill 100 as enacted in 1973 was done specifically to prevent the kind of development that this proposed expansion clearly is - driven by private interests and profits rather than the public interest.

Sincerely,

Jim and Jan Huston
[redacted] Sherwood OR

Miriam Hanes

From: Eric Rutledge <[redacted]>
Sent: Friday, August 2, 2024 12:16 PM
To: Miriam Hanes
Cc: Molly Cooney-Mesker; Eryn Kehe
Subject: [External sender]Fwd: Sherwood West UGB Expansion Support

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Wanted to make sure this made it to you.

Thanks!

Eric Rutledge
City of Sherwood
Community Development Director
[redacted]
Desk [redacted]
Work Cell [redacted]

From: Troy Kazebee [redacted]
Sent: Sunday, July 14, 2024 5:17:14 PM
To: [redacted]>
Cc: [redacted] <[redacted]>; [redacted] >; [redacted] Tim Rosener [redacted]
Subject: Sherwood West UGB Expansion Support

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

Dear Mr. Rosenthal,

I am Troy Kazebee, and together with my wife Kendra, we are the owners of the property at 19300 SW Edy Rd in Sherwood. We strongly endorse the Urban Growth Boundary expansion proposed for Sherwood West.

For the past 22 years, we have proudly called Sherwood our home, raising our four children and residing in various neighborhoods within the city. As our family grew, Sherwood provided the housing options we needed, with connected neighborhoods and walking paths that have fostered a unique community atmosphere.

Throughout this time, we have actively participated in and contributed to the Sherwood West Planning process over the last decade. The proposed plan, encompassing 1,291 acres, addresses both Sherwood's and Metro's housing and employment land shortages. It builds upon

Sherwood's established character with connected neighborhoods, walking paths, and parks, elements that have kept us committed to this community.

Recently, we have been approached by the West of Sherwood Farm Alliance urging us to oppose the UGB expansion. Their involvement at this late stage is concerning given their absence from earlier planning discussions. However, having closely followed and studied the proposal over the years, and recognizing the housing and employment land shortages faced by Metro, we firmly believe it aligns with the future needs of Sherwood and Metro.

Therefore, we wholeheartedly support the City of Sherwood's request for a 1,291-acre UGB expansion.

Thank you for your time and consideration. If you have any questions, please reach out.

Sincerely,

Troy and Kendra Kazebee

[redacted]

[redacted]

This email may contain confidential information or privileged material and is intended for use solely by the above referenced recipient. Any review, copying, printing, disclosure, distribution, or other use by any other person or entity is strictly prohibited and may be illegal. If you are not the named recipient, or believe you have received this email in error, please immediately notify the City of Sherwood at [redacted] and delete the copy you received.

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HOME BUILDING ASSOCIATION
OF GREATER PORTLAND

August 22nd, 2024

Marissa Madrigal, COO
Metro
600 NE Grand Ave.
Portland, OR 97232

Cc:
President Lynn Peterson
Councilor Ashton Simpson
Councilor Christine Lewis
Councilor Duncan Hwang
Councilor Gerritt Rosenthal
Councilor Juan Carlos Gonzalez
Councilor Mary Nolan

RE: Metro's 2024 Urban Growth Report and Sherwood's Urban Growth Boundary Expansion Request

Dear Ms. Madrigal,

My name is Preston Korst and I'm the Director of Government Affairs at the Home Building Association of Greater Portland. HBA is dedicated to maximizing housing choice for all who reside in our region by shaping an environment in which industry professionals can meet the diverse needs of all communities.

I'd like to start off by personally thanking you and the rest of Metro's planning staff, including Katherine Ciarlo, Eryn Kehe, Ted Reid, Malu Wilkinson (and many more) for hosting and facilitating the Urban Growth Report Stakeholder Roundtable. This broad and diverse group of interested parties met for two hours monthly for nearly a year to discuss and debate the central tenants of the Urban Growth Report (UGR) and the impacts it will have on our region. As HBA's representative in that group, I can say that it provided much needed dialogue and reflection space for us to discuss how we as a region wish to grow. Your willingness to provide that opportunity is greatly appreciated.

In this letter, we hope to outline our industry's perspective on the 2024 Draft UGR and to provide our unequivocal support for the City of Sherwood's Urban Growth Boundary (UGB) expansion request.

For housing affordability and the overall health of our economy, HBA and many others in the housing industry urge your COO Recommendation and Metro Council to take a high-growth position when evaluating our region's land supply and housing needs in this UGR and move to approve Sherwood's UGB request without conditions.

Consider for a moment the exorbitant costs to purchase a home in our region. According to Zillow, the median home sale price in June was $521,133 (Multnomah County), $579,979 (Washington County), and

$631,000 (Clackamas County). Staggering as these figures are, they come as no surprise given that Oregon is staring down a housing deficit of 140,000 units. And if our goal is to advance economic justice and racial equity, then we must reverse these trends in a way that builds wealth and increases homeownership opportunities for more families who've traditionally been locked out of the homebuying market. In other words, WE ARE IN A HOUSING CRISIS.

- -

UGR Question #1: Which population and growth projections should Council make?

With the UGR, we believe that the focal and starting point rests primarily on the population and growth scenarios presented in the report. While the draft contains a lot to applaud—including acknowledgements of an existing regional housing shortage, changing housing choices due to the pandemic, and the creation of newly allowed middle housing options—it still includes elements that are concerning for our industry.

For one, the report concludes that regional population growth is slowing because birthrates are dropping (which of course is an established national trend). This means that in-migrating residents will be the primary driver of our population growth, as it has been in recent years. This analysis makes sense. However, the report erroneously assumes that, "Slowing population growth also means slower job growth." We respectfully disagree.

Though we concur that we can't necessarily change what the data tells us, we *can* choose policies that will bend the precision of that data towards a stronger economic future. In other words, if we use this growth report to prepare for strong economic and housing growth, we believe that in-migration will adapt towards a higher-opportunity future—if you build it, they will come. On the flipside, if we plan for anemic growth and limit our ability to adapt to the market, we'll just be realizing our own economic stagnation. In either case, it's a self-fulfilling prophesy.

UGR Recommendation #1: assume and position the report with the high-growth population scenario.

We feel that Metro would not only be wise, but would be making the most responsible public-policy decision to plan for growth, despite what projections may or may not suggest. Preparing with an attitude of a high-growth scenario provides Metro and local jurisdictions with more flexibility to plan for the future that will avoid future housing crises and economic stagnation. As we hear often from planners: *failing to plan is planning to fail*.

- -

UGR Question #2: How should Council approach housing need and development scenarios?

To start, we want to acknowledge the fact that Metro staff included in this report an existing housing shortage of 23,700 units. While many in the housing industry would argue (with additional sources) that number is considerably low, it is still an important indication of how serious our housing crisis is to Metro. Moving on from there, we appreciate the difficult work that went into calculating our housing needs over the next 20 years. And we believe it would be misleading, if not negligent, to suggest that our region's housing needs are anything except *high*. Therefore, **we urge Metro to adopt the high-forecast housing need of at least 203,200 units over the next 20 years**. This reflects a greater sense of reality than the baseline or low-point figures hold.

Additionally, in the report, Metro also makes assumptions about not only the rate of our growth, but also *how we will and should grow*. Found on pages 38-39, the report contains several assumptions for development potentials using "illustrative demand and capacity scenarios." While we aren't exactly sure which data these trends were founded upon, we do feel that they all but marginalizes and unduly prevents the construction of new, single-family homes for residents. It assumes, either through economic reality or lifestyle choices, that our region's historically strong demand for homeownership isn't a viable scenario going forward. Again, we disagree.

And importantly, just after the limited scenarios are presented, the report goes on to say that "…it will be the market, not Metro's UGR calculations, that determine what mix of middle housing and single-unit detached housing gets built…" Yet, in the way that the housing needs scenarios are presented, Metro is essentially asking its Council to do just that by attaching to their decision a condition and outcome which will essentially select which types of housing should get built. Housing construction is a market-driven industry, with the overwhelming majority being built by private developers. We believe that it is not within Metro's power or provision to attempt to guide the mix of housing the market will bear, least of all with just four narrow scenarios.

UGR Recommendation #2: Metro should adopt a high-forecast housing need. Also, it should reject the growth scenarios presented in the UGR or establish an additional scenario that creates flexibility for the housing market to adapt to the demand of consumers.

A high need scenario reflects the reality on the ground and will allow policymakers across the region take actions that will address the high cost of housing in their communities. Also, we believe that the forecasted development scenarios have been created despite the fact that nearly 4 out of 5 Oregonian's still prefer to live in a single-family home versus other housing types. And it fails to recognize the power that public-policymaking has on the creation of new housing, which could make single-family entry-level homes more affordable. Lastly, it ignores the fact that the vast majority of homeownership opportunities lie in the single-family market. We believe that Metro should consider that our region's collective desire to foster equity and economic justice will rely on the unique wealth and community-building opportunities that arise with homeownership.

City of Sherwood UGB Expansion Request

This year, the City of Sherwood is the only city requesting a UGB expansion—and we believe that it would have a tremendous impact on our region, in the form of 4,500 good-paying jobs, roughly 5,000 new homes, and the creation of hundreds of acres of parks and natural areas.

For almost two years, I had the pleasure of sitting on the Sherwood West Technical Advisory Committee which helped shape the concept planning for the area. I can say without reservation that the plan brought forward by staff, regional stakeholders, and community members has been careful, conscientious, and equitable. **We applaud the delivered outcome and encourage Metro to move forward with an approval that encompasses the entirety of the 1,291 acres as requested, *without conditions.***

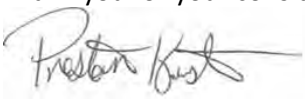
As Metro knows well, bringing new lands into the UGB requires focused planning, financing for infrastructure, and a building environment that can support growth. Fortunately, Sherwood is primed for just that. Over the last several years, the city has undergone extensive public engagement to develop a plan that is innovative, forward-thinking, and contains a variety of tools that will create complete and livable communities. However, adding conditions as suggested in a recent Council Session, could be

detrimental to that extensive outreach. There are serious political costs to adding conditions, not to mention the hundreds of thousands of dollars in grants and general fund dollars would be jeopardized if onerous restrictions are placed on this community-led design.

Given the continued severity of our region's housing crisis, mixed with the budding opportunities to capitalize on historic investments for local economic development—HBA and our partners in the housing sector view this request as a great example of a planning process that will bear fruit for generations. It will help empower our region to reach its housing production goals while creating an indispensable lifeline to a struggling local economy. For affordability and the overall supply of housing, the Sherwood West proposal is an undeniably smart plan that deserves the community's support and Council's unanimous vote.

In closing, we would like to thank Metro staff and Council for the dedicated service they offer to our communities. From long-range planning to affordable housing development, the work you do is not easy and the stakeholder groups you engage are broad and not always agreeable. We appreciate the efforts taken to develop the 2024 Draft UGR and to review Sherwood's 2024 UGB Expansion. And we implore you to consider the serious housing crisis we are facing when making your ultimate recommendations and decisions.

Thank you for your consideration of our testimony,



Preston Korst
Director of Public Policy and Government Affairs
Home Building Association of Greater Portland

Miriam Hanes

From: Preston Korst <[redacted]>
Sent: Thursday, August 22, 2024 3:45 PM
To: Metro 2040; Marissa Madrigal
Cc: Lynn Peterson; Ashton Simpson; Christine Lewis; Duncan Hwang; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan
Subject: [External sender]HBA Testimony: Draft UGR and Sherwood West UGB Request
Attachments: HBA Testimony, 2024 UGR and Sherwood West Expansion Request (8-22-2024).pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good afternoon Metro leaders!

Please find attached to this email the Home Building Association of Greater Portland's testimony for the 2024 Urban Growth Report and the Sherwood West Expansion Request. If you have any questions, please feel free to reach out directly by phone at [redacted]

Thank you so much.
Preston

Preston Korst
Director of Policy and Government Affairs
Home Building Association of Greater Portland
email: [redacted]
[redacted]

Miriam Hanes

From: Amelia Larkin <[redacted]>
Sent: Monday, August 5, 2024 4:54 PM
To: Metro 2040
Subject: [External sender]In Support of Sherwood West Expansion Plan

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Metro Council,

I am writing in my support of the City of Sherwoods West Expansion Plan. Like many towns and cities Sherwood is experiencing a housing shortage, unlike many others Sherwood is uniquely situated to provide planned growth that will benefit the current and future residents of Sherwood. The community engagement and dedication of the local councils and committees ensures that the rich history and appeal of Sherwood is not lost to growth but rather enhanced and capitalized upon in a way that creates everlasting ties among residents new and old alike.

The passing of the West expansion is important because it satisfies all needs in protecting the land while providing opportunities and growth in a way that brings and keeps the best of Sherwood. True progress comes from building on the past with an eye to the future; holding tight to what once was will kill any economic and social prosperity that Sherwood is poised to take. It is up to us as stewards of the town we love to pass the expansion plan and do our best for future generations.

Sherwood is growing, whether people want it to or not but we have a chance to guide that growth in a way that benefits all. Please think of all residents when choosing to support and pass this plan and not only the few with the most.

Thank you,
Amelia Larkin

Miriam Hanes

From: Greg Manning <[redacted]>
Sent: Tuesday, July 30, 2024 3:04 PM
To: Metro 2040
Subject: [External sender]2024 Urban Growth Report Comment

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Dear Metro Council and Staff:

I urge you to support Sherwood's current request for a growth boundary expansion, having spoken with Sherwood officials and reviewed their conceptual planning for Sherwood West.

The lack of large employment sites is hampering our region's economic growth. The Portland MSA in recent months has posted the largest year-over-year job losses out of all 50 of the country's largest MSAs (nearly all metro areas gained jobs over this period). Sherwood will help provide those needed employment sites.

A wavering employment market also will worsen the housing affordability crisis we face in this region. The limited supply of land for residential development is another crucial affordability factor, by limiting new housing creation. Residential land availability and housing production were a focus of the last state legislative session due to widespead voter frustration over housing affordability in our region.

My experience as a development finance consultant, after many years of financing construction with area banks, has made clear to me the many problems that our limited land supply has caused.

Please consider the legislature's lead and support Sherwood's expansion effort.

Thank you for your consideration.

Greg Manning
[redacted]
Portland, OR 97219
[redacted]

Miriam Hanes

From: Connor Ayers
Sent: Tuesday, July 23, 2024 1:24 PM
To: Metro 2040; Georgia Langer
Cc: Ted Reid; Molly Cooney-Mesker; Laura Combs
Subject: RE: for council - FW: Draft 2024 Urban Growth Report - Public Comments - My Client David Marks

Thanks Miriam, I've shared this with the council.

Connor Ayers (he/they)
Legislative and Engagement Coordinator

Metro Council Office
600 NE Grand Avenue
Portland, OR 97232-2736
[redacted]
www.oregonmetro.gov

From: Metro 2040 <[redacted]>
Sent: Tuesday, July 23, 2024 1:12 PM
To: Connor Ayers <[redacted]>; Georgia Langer <[redacted]>
Cc: Ted Reid <[redacted]>; Molly Cooney-Mesker <[redacted]>; Laura Combs [redacted]
Subject: for council - FW: Draft 2024 Urban Growth Report - Public Comments - My Client David Marks

Hey team,

Some public comments re: UGR for council. I will send them confirmation of receipt.

Miriam Hanes | Metro | Program Assistant - Urban Policy & Development
My gender pronouns: she, they | Schedule: 8:30 a.m. to 5:00 p.m. Monday to Friday

---

From: Mike Connors <[redacted]>
Sent: Tuesday, July 23, 2024 11:54 AM
To: Metro 2040 <[redacted]>
Subject: [External sender]Draft 2024 Urban Growth Report - Public Comments - My Client David Marks

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Urban Growth Management Team,

This firm represents David Marks, who owns property in the Stafford area that is part of Metro's urban reserves area. Mr. Marks is submitting the attached comments on Metro's draft 2024 Urban Growth Report for the Metro Council's consideration.

Please confirm receipt of our letter and let us know if you have any questions. Thanks, Mike

E. Michael Connors
Partner

Hathaway Larson LLP
[redacted]
Portland, OR 97209
[redacted]

Named as one of "America's Leading Lawyers for Business" (Oregon) by *Chambers USA* in Real Estate: Zoning/Land Use (2009-2024)
Selected to "Oregon Super Lawyers" in Land Use/Zoning (2015-2024)
Selected to "Best Lawyers in America" in Land Use/Zoning Law



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Miriam Hanes

From: Mike Connors <[redacted]>
Sent: Tuesday, July 23, 2024 11:54 AM
To: Metro 2040
Subject: [External sender]Draft 2024 Urban Growth Report - Public Comments - My Client David Marks
Attachments: Metro Urban Growth Report 2024 Ltr (David Marks).pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Urban Growth Management Team,

This firm represents David Marks, who owns property in the Stafford area that is part of Metro's urban reserves area. Mr. Marks is submitting the attached comments on Metro's draft 2024 Urban Growth Report for the Metro Council's consideration.

Please confirm receipt of our letter and let us know if you have any questions. Thanks, Mike

E. Michael Connors
Partner

Hathaway Larson LLP
[redacted]

Named as one of "America's Leading Lawyers for Business" (Oregon)
by *Chambers USA* in Real Estate: Zoning/Land Use (2009-2024)
Selected to "Oregon Super Lawyers" in Land Use/Zoning (2015-2024)
Selected to "Best Lawyers in America" in Land Use/Zoning Law

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HATHAWAY LARSON

Koback · Connors · Heth

July 23, 2024

VIA EMAIL ([redacted]

Metro Council
Attn. Urban Growth Management Team
Metro Regional Center
600 NE Grand Ave.
Portland OR 97232

Re: Draft 2024 Urban Growth Report
Public Comments
My Client: David Marks

Dear President Peterson & Councilors:

This firm represents David Marks, who owns property in the Stafford area that is part of Metro's urban reserves area (the "Stafford Area"). Mr. Marks is submitting these comments on Metro's draft 2024 Urban Growth Report (the "Draft 2024 Report") for the Metro Council's consideration. As explained below, the Metro Council should reject the Draft 2024 Report because it is inconsistent with Goal 14, the implementing statutes and administrative rules, and the Court of Appeals' recent decision in *Marks v. LCDC*, 327 Or App 708, 536 P3d 995 (2023) ("*Marks*").

A. Introduction

In 2020, Mr. Marks filed a petition for enforcement with the Land Conservation and Development Commission ("LCDC") seeking to nullify and/or modify the five and three-party intergovernmental agreements ("IGAs") between Metro, Clackamas County, and the Cities of Lake Oswego, West Linn and Tualatin (the "Cities") that controls the future development of Stafford Area. Mr. Marks filed the petition for enforcement because Metro abdicated its regional planning authority over the Stafford Area by granting the Cities complete control over the timing of the expansion of the Urban Growth Boundary (the "UGB") into this area. Given the Cities' decades-long opposition to the urbanization of the Stafford Area, the IGAs will obstruct the State and regional efforts to increase the housing supply and address the regional housing crises.

In 2022, the Oregon Court of Appeals reversed LCDC and remanded the petition for enforcement matter to require LCDC to determine if the IGAs violate the regional framework plan and implementing goals, statutes and administrative rules. *Marks*, 327 Or App at 738. Although the

E. Michael Connors
[redacted]
Portland, OR 97209
[redacted]

Court did not resolve the merits of the petition for enforcement, the Court reiterated prior caselaw recognizing Metro's responsibility to implement a regional strategy for the metropolitan UGB as opposed to an ad hoc approach led by the metropolitan cities. The Court stated that Goal 14 and the implementing statutes and administrative rules require Metro to determine the 20-year regional housing needs and identify the best location to expand the UGB to satisfy those housing needs, not the metropolitan cities.

The Draft 2024 Report is yet another instance of Metro abdicated its regional planning authority and granting the metropolitan cities control over the timing and location of the UGB expansion. Instead of Metro determining the 20-year housing needs for the region and evaluating the urban reserve locations suited to accommodate those needs, the Draft 2024 Report confers that authority to the metropolitan cities. Metro is restricting its growth analysis to the City of Sherwood's limited proposal solely because Sherwood is the only city that requested a UGB expansion. The Draft 2024 Report takes this limited approach even though the 20-year housing needs analysis identified a need for significantly more housing units than Sherwood is proposing. This ad hoc, bottom-up type of approach to the Metro regional UGB is the opposite of what the Oregon legislature intended and is inconsistent with Goal 14 and the recent *Marks* decision.

B. Metro is required to determine the need and location for UGB expansions consistent with Goal 14 and the implementing statutes and administrative rules.

Metro is responsible for coordinating land use planning in the tri-county region consisting of Clackamas, Multnomah and Washington County. ORS 195.025; ORS 268.380(1)(c); ORS 268.385. One of Metro's primary responsibilities is the adoption and management of the regional UGB to ensure that the metropolitan regional housing and employment needs can be met. ORS 268.380-268.390; *Marks*, 327 Or App at 712-13; *Sensible Transportation v. Metro. Service Dist.*, 100 Or App 564, 567, 787 P2d 498, *rev. den.*, 310 Or. 70, 792 P2d 104 (1990). The Court of Appeals has repeatedly stated that in assigning Metro the responsibility for justifying, adopting, and securing acknowledgment of the metropolitan area UGB, the Oregon Legislative Assembly "presumably determined adoption and administration of the metropolitan area UGB required Metro's unique regional perspective, rather than leaving adoption and administration of the UGB to the large number of cities and counties making up the metropolitan area." *Marks*, 327 Or App at 712-713; *Sensible Transportation*, 100 Or App at 567. (Emphasis added).

As part of its UGB-related responsibilities, Metro is required to conduct a review of the metropolitan area UGB every six years to ensure that it continues to maintain a 20-year supply of urbanizable land within the UGB. ORS 197.299. With respect to housing, Metro must demonstrate that its regional plan has "sufficient buildable lands within the urban growth boundary . . . to accommodate estimated housing needs for 20 years." ORS 197.296(2). Metro's needs analysis must be supported by substantial evidence. *City of West Linn v. LCDC*, 201 Or App 419, 440, 119 P3d 285 (2005). If Metro determines that the land supply is inadequate, it must expand the UGB or take other measures to ensure that the identified need can be accommodated. ORS 197.296(6); ORS 197.299(2); *Marks*, 327 Or App at 713.

In considering where to expand the UGB, Metro's analysis must comply with Goal 14, which includes four "boundary location" factors that Metro must consider when determining which urban

reserve land to add to the UGB. Goal 14; *Marks*, 327 Or App at 713. The four boundary location factors are "(1) [e]fficient accommodation of identified land needs; (2) [o]rderly and economic provision of public facilities and services; (3) [c]omparative environmental, energy, economic and social consequences; and (4) [c]ompatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB." *Id.* A decision to add land to the UGB must compare alternative areas based on a balancing of all these factors, rather than reliance on any one factor. *Citizens Against Irresponsible Growth v. Metro*, 179 Or App 12, 17, 38 P3d 956 (2002); *1000 Friends of Or. v. Metro*, 174 Or App 406, 409–410, 26 P3d 151 (2001); *D.S. Parklane Dev., Inc. v. Metro*, 165 Or App 1, 25, 994 P2d 1205 (2000).

C. The Draft 2024 Report is inconsistent with Goal 14, the implementing statutes and administrative rules, and *Marks*.

The Draft 2024 Report has multiple problems that should concern the Metro Council. The Draft 2024 Report does not explain how Metro is going to satisfy the housing needs over the 20-year period and does not even acknowledge the Goal 14 boundary location requirements or attempt to comply with these requirements. The Draft 2024 Report appears to be designed primarily to justify Metro's policy of limiting its consideration of UGB expansion areas to Sherwood's request since it was the only city to request an expansion. As explained below, the Draft 2024 Report is inconsistent with Goal 14, the implementing statutes and administrative rules, and *Marks* in several respects.

The Draft 2024 Report does not contain any meaningful recommendations or indication of what Metro's chief operating officer and staff may ultimately recommend the Metro Council adopt for its final decision. While we understand this public comment period is designed in part to provide Metro's chief operating officer and staff additional public input to help inform their recommendations, the Draft 2024 Report is so general and ambiguous that it makes it extremely difficult to provide meaningful input and comments. The Draft 2024 Report contains a wide variety of scenarios that lead to very different results, but it lacks any indication of which scenarios are more likely or how the Metro Council should factor in these varying scenarios to its decision. If Metro is truly seeking meaningful public input, requesting that the public comment on such an amorphous and non-committal report is not very helpful or productive.

The Draft 2024 Report failed to acknowledge there is a need for significant new housing in the Metro UGB to satisfy the 20-year housing needs of the region. Currently, there is an existing need for 23,700 additional housing units in the Metro region based on Econorthwest's Existing Housing Needs Report. Draft 2024 Report, Appendix 8A. The Draft 2024 Report notes there is also a need for a significant number of new housing units to address the future growth needs, ranging from 179,500 units under the high growth model, 149,500 under the baseline growth model and 119,600 under the low growth model. In total, this data demonstrates that there is a need for 143,300 to 203,200 new housing units in the Metro UGB to satisfy the 20-year needs of the region.

Instead of acknowledging this need for a significant amount of new housing units to satisfy the 20-year needs of the region, the Draft 2024 Report suggests that the Metro Council has wide "latitude to determine <u>whether</u> additional housing capacity is needed to accommodate potential household growth." Draft 2024 Report, p.37. (Emphasis added). The sole basis for this alleged latitude is the

"uncertainty" in predicting future trends. Draft 2024 Report, p.37-38. The uncertainty in predicting future trends cannot be used as a basis for ignoring the actual data and analysis because Metro's entire process of evaluating the needs of the region for the next 20 years is inherently uncertain. If the mere uncertainty in predicting future trends was sufficient to override the actual data and analysis, there would be no reason to do a detailed analysis of the housing needs in the first place. The Draft 2024 Report appears to be an outcome driven analysis designed to grant the Metro Council maximum latitude and discretion to decide whatever it wants, rather than an evidentiary based decision. Metro's needs analysis must be supported by substantial evidence, not an outcome driven approach designed to provide maximum decision-making discretion. *City of West Linn v. LCDC,* 201 Or App at 440.

The Draft 2024 Report failed to acknowledge that the Sherwood West urban reserve area proposal, the only UGB expansion option identified in the report, is woefully insufficient to satisfy the 20-year housing needs of the region. The Sherwood West proposal will only provide 3,120 to 5,580 new housing units, which will barely put a dent in the 143,300 to 203,200 new housing units needed to satisfy the 20-year needs of the region. By limiting its consideration of UGB expansion options to the Sherwood West proposal, Metro has made it impossible to satisfy the 20-year housing needs of the region.

The Draft 2024 Report does not comply with the Goal 14 boundary location factors. The report doesn't even mention the Goal 14 boundary location factors, let alone address them. Nor could the Draft 2024 Report comply with the Goal 14 boundary location factors because Metro refused to consider any urban reserve areas unless a city proposes an UGB expansion and provides a concept plan. Given that Sherwood was the only city to submit a UGB expansion proposal, Metro's policy of requiring a concept plan as a prerequisite to UGB expansion precludes consideration of any other areas in the Metro region. As a result, the Draft 2024 Report clearly does not identify where the additional housing is most needed as required by Goal 14.

Metro's "policy" of requiring a concept plan from the city before it will consider adding urban reserve land to the UGB is itself inconsistent with Goal 14 and the implementing statutes and administrative rules. Metro's decision to add land to the UGB must compare alternative areas based on a balancing of all the Goal 14 boundary line factors and cannot rely solely on any one factor. *Citizens Against Irresponsible Growth v. Metro*, 179 Or App at 17; *1000 Friends of Or. v. Metro*, 174 Or App at 409–410; *D.S. Parklane Dev., Inc. v. Metro*, 165 Or App at 25. Moreover, Goal 14, the statutes and the administrative rules do not even reference a "concept plan," and they certainly do not require a concept plan as a prerequisite to inclusion in the UGB. Metro's policy for requiring a concept plan as a prerequisite for inclusion in the UGB is based solely on the Metro Code ("MC"), but the Metro Code cannot override the requirements under Goal 14, the statutes and the administrative rules.

As the Court acknowledged in *Marks*, LCDC and the Department of Land Conservation and Development ("DLCD") have both determined that Metro cannot avoid the Goal 14 requirement to study all urban reserve lands for inclusion in the UGB based solely on the lack of a concept plan. *Marks*, 327 Or App at 715-716. If Metro identifies a need for additional land in the UGB to accommodate the regional need for housing and employment, Metro must determine which land to add by evaluating alternative urban growth boundary locations consistent with the boundary

location factors of Goal 14. OAR 660-024-0060(1); *Marks*, 327 Or App at 725. Metro must consider and balance the boundary location factors of Goal 14 for all of the urban reserves areas and determine the UGB boundary location based on all the relevant factors. OAR 660-024-0060(3). Metro cannot use the concept plan requirement in MC 3.07.1110 to avoid the Goal 14 requirement that it study all urban reserve lands for possible inclusion in the Metro UGB. *Marks*, 327 Or App at 737.

Moreover, even the Metro Code does not support such a carte blanche policy. MC 3.07.1425 sets forth "factors and criteria for amendment of the UGB," only one of which includes "whether the area has been concept planned." MC 3.07.1425(c) & (d). MC 3.07.1110(a) provides that concept plans are generally required before land is added to the UGB, but it does not limit Metro's six-year review of the UGB to areas that have a concept plan. Additionally, MC 3.07.1110(e) provides an exception to the general requirement that concept planning occur before land is added to the UGB.

Metro's policy is not only inconsistent with State law, but it based on a unique situation that should not be driving Metro's approach to UGB expansions. Metro added the concept planning requirement due to the UGB expansion in 2002, which included 12,000 acres in the Damascus area that largely failed to urbanize after the decades long legal battle that ultimately led to the City of Damascus disincorporating. But that situation was highly unusual and the reasons why that area has not been urbanized are unique to that situation. The local residents' unusual decision to incorporate Damascus in 2004 to control the development of this urban area, and the subsequent disincorporation after years of political infighting and litigation, that was the reason this area did not get developed. It was certainly not the mere lack of a concept plan.

Had Metro considered other urban reserve areas for possible inclusion in the UGB as required by Goal 14, it would conclude that there are other areas that clearly have a need for additional urban lands. As an example, the City of Tualatin's 2019 Housing Needs Analysis concluded there is an existing lack of affordable housing and lack of capacity to accommodate certain other housing types. Tualatin is unable to accommodate these housing needs without a UGB expansion. Had Metro considered Tualatin's Housing Needs Analysis, it clearly would have concluded there is a specific need for additional urban lands in this location. By refusing to even consider other cities housing needs analysis or similar information, Metro is disregarding its responsibility to determine where the best locations for expanding the UGB in compliance with Goal 14.

D. Conclusion.

The Draft 2024 Report and Metro's whole approach to this six-year UGB expansion review has turned the process on its head. The Oregon legislature granted Metro the authority to administer the regional UGB because it "required Metro's unique regional perspective, rather than leaving adoption and administration of the UGB to the large number of cities and counties making up the metropolitan area." *Marks*, 327 Or App at 712-713. Goal 14 and the implementing statutes and administrative rules were designed to require Metro to determine the housing and employment needs in the region and the locations where those needs can be best served.

Metro's current approach is the opposite of that legislative directive and process. Now the cities dictate when and where the regional UGB expansions will occur. Even when the city proposals are

insufficient to satisfy the regional housing and employment needs, the Draft 2024 Report makes it clear that Metro will either ignore those needs or rely on the inherent uncertainty in predicting future trends as a basis for justifying a smaller UGB expansion. Metro is effectively abdicating its authority over UGB expansions to the cities in contravention of the legislature's intent.

Not only is Metro's approach to this UGB expansion process inconsistent with Goal 14 and the implementing statutes and administrative rules, but it will exacerbate the current housing crisis in the Metro region. As recognized in the Draft 2024 Report, the Metro region currently does not have a sufficient housing supply and many residents are priced out of the market. That trend will only worsen over time. Metro needs to provide leadership on this issue, comply with the required Goal 14 process and be willing to make the hard decisions necessary to address this difficult housing issue plaguing our region. The first step in doing so is to ensure the 2024 UGB expansion process follows the requirements of Goal 14 and the implementing statutes and administrative rules.

We appreciate your consideration of our comments and look forward to addressing this issue further with the Metro Council.

Very truly yours,

HATHAWAY LARSON LLP

/s/ E. Michael Connors

E. Michael Connors

EMC/ep

cc: David Marks

Miriam Hanes

From: Ted Reid
Sent: Friday, July 19, 2024 9:09 AM
To: Eric Rutledge; Eryn Kehe
Cc: Tim Rosener; Keith Mays; Miriam Hanes
Subject: RE: Sherwood West UGB Support

Hi Eric,
I'm forwarding this to Miriam who is maintaining the decision record.

Thanks,
Ted

From: Eric Rutledge <[redacted]
Sent: Friday, July 19, 2024 9:06 AM
To: Ted Reid <[redacted]; Eryn Kehe <[redacted]
Cc: Tim Rosener <[redacted]; Keith Mays <[redacted]
Subject: [External sender]Re: Sherwood West UGB Support

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hi Ted and Eryn,

I talked with Diann this week and we weren't sure if this testimony needs to be resubmitted to be part of the UGB decision record?

There are a few other emails in support that came in before the UGR comment period formally opened.

Thank you!

Eric Rutledge
City of Sherwood
Community Development Director
[redacted]
Desk [redacted]
Work Cell [redacted]

From: Diann Matthews [redacted]
Sent: Tuesday, June 25, 2024 6:41 AM
To: [redacted] Tim Rosener [redacted]; Eric Rutledge <[redacted]; Keith Mays

[redacted]
Subject: Sherwood West UGB Support

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

Dear Gerritt,

This is Diann Matthews. My sister, Marleen Mandel, and I own the property at 18550 SW Edy Road in Sherwood (approximately 60 acres at the southwest corner of Edy and Elwert Roads). We are writing to you **in support of the Urban Growth Boundary (UGB) expansion** request for Sherwood West.

Our family's roots run deep in Sherwood. Our father was raised on a farm directly across Elwert from ours, and the Mandel family has been in Sherwood for more than 100 years. The farm he grew up on is already in the UGB. It is the subdivision known as Mandel Farms and has nearly 90 homes. Our parents purchased our property in 1956 and we have continued to use it as a home and farm for nearly 70 years.

During our time here, we have seen many changes in the city during our time here, some good, some not so good. With the addition of the high school in Sherwood West, traffic and congestion have made it increasingly hard to maintain our property as a farm. I can attest that the City has attempted to meet the needs of the citizens and have a vision for the city that fits into the small community feel Sherwood has always had, but feel that now is the time for expansion.

In the past dozen years or so, I have been extensively involved in the Citizen's Advisory Committee. I sat on the citizens advisory committee in the first iteration back in 2012 and I have played an active supportive role in the current concept plan that just wrapped up prior to the City making an application this year to Metro. The city has spent a lot of thoughtful time making an appropriate plan to meet the City's current and future needs for housing, roads, infrastructure, schools, and parks.

Here are a few examples of the needs of the community and thus the reason for the ask from METRO for approximately 1300 acres: 1) lack for affordable housing in the area for all demographics, 2) job growth, which is a focus of the City Council and there is not any affordable housing for employees to live in the community, 3) more families increase school enrollment in the area and in the Sherwood High School which is located in the Sherwood West boundary, 4) the result of increased population will benefit the entire community in the tax base, 5) parks have been included into the plan to fit into the existing vision of the Sherwood community, 6) focus on sustainable employment beyond the existing service jobs, which will provide the community with a stronger revenue and services base, and lastly 7) Sherwood withdrew its request in 2018 for UGB expansion and the community has felt negative impact ever since.

There is a group called West of Sherwood Farm Alliance, existing of 2 wineries, Hawks View and Alloro, that are outside the growth boundary of Sherwood West and are encouraging folks to complain and cite reasons against Sherwood West UGB expansion request. Many of these folks have not been involved in the arduous process the city has gone through in the past 12 years which has resulted in the City's current request to Metro.

Thank you for your time and consideration in this important matter. Please know there are many of our neighbors in the Sherwood West Area who support the UGB expansion request and are hoping Metro will vote in support of the UGB expansion request of 1291 acres.

If you have any questions please feel free to reach out to me at either [redacted] or at [redacted].

Sincerely,

Diann Matthews and Marleen Mandel
--

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Miriam Hanes

From: [redacted]
Sent: Thursday, August 15, 2024 5:14 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Objection to Urban Growth Boundary Expansion

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To whom it may concern,

As a resident and taxpayer of Sherwood for the past 23 years, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Kelly Melillo

Kelly Melillo
Sent from my iPhone

Miriam Hanes

From: Meerta Meyer <[redacted]>
Sent: Friday, August 16, 2024 1:19 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]In Opposition to Sherwood West Concept Plan

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

The Sherwood West Concept plan will increase traffic and congestion (causing significant delays for day to day travel *and* first responders), create more and more of a burden on our school system (larger classroom sizes, teacher impacts, and more), increase the need for infrastructure improvements (causing a greater tax burden on Sherwood), and generally, is **NOT** what Sherwood residents want.

As anticipated, we see negative impacts of the Brookman development (*which was voted down by the citizens of Sherwood THREE times yet pushed through anyway*). We were promised better walkability and a thoughtful new traffic pattern - most definitely, not the case. The surrounding area has become a 'freeway' and/or cut through for more and more traffic without sidewalks and is unsafe for anyone to walk, run, or play (which was one of its' very selling points).

While we appreciate the need for development and perhaps even the intention to grow thoughtfully - this plan doesn't meet the needs of the existing community. Please pause and get it right.

Meerta Meyer
[redacted]

Urban Growth Management Team
Metro
600 NE Grand Ave.
Portland, OR 97232

8/13/2024

Metro Urban Growth Management Team,

The City of Gresham appreciates the work of Metro staff and consultants over the past year to compile the draft Urban Growth Report. At this time Gresham would like to provide some comments regarding the draft report:

- A topic throughout the region this cycle has been the feasibility of industrially zoned lands. Gresham staff were informed that the Metro process considered slope as part of Sherwood's expansion proposal, which is commendable. Unfortunately, slope isn't reflected in the inventory of industrial land supply in a way that accurately reflects developable acreage. Large-lot development is widely seen as infeasible if slopes exceed 5%. Several of the region's large-lot tier 3 sites are within Gresham. One is an active gravel pit, and the others are within the Springwater area with slopes in excess of 7%.

- The UGR will be viewed statewide and can have far-reaching implications. We know funding is critical for tier 3 sites, especially large-lot sites to become shovel-ready. We need to ensure we get the industrial land supply right to effectively advocate for funding for these sites.

- The draft UGR discusses potential conditions that could be placed on a Sherwood expansion related to housing that could require a certain housing mix. Gresham would caution against overly prescriptive conditions of approval with the impending Oregon Housing Needs Analysis. It could be more appropriate to allow the OHNA housing needs allocation and Sherwood's translation of it into housing types, characteristics, and locations to help Sherwood formulate zoning and incentives for housing types within the expansion area.

We appreciate your consideration of Gresham's comments.

Sincerely,

Ashley Miller

Ashley Miller
Community Development Director

E. Fitz

Erika Fitzgerald
Interim Economic Development Director

Miriam Hanes

From: Jamie Monahan [redacted]
Sent: Thursday, August 15, 2024 10:35 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]2024 Sherwood West Concept Plan

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Jamie Monahan

Sent from my iPhone

Miriam Hanes

From: Julie Nader [redacted]
Sent: Wednesday, August 21, 2024 2:44 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Urban Growth Boundary

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Good Afternoon!

I am concerned about expanding the Urban Growth Boundary when there is space for more housing right now. I own a home in Sherwood (and thus pay taxes) and want you to reject the Expansion of the West Urban Growth Boundary by 1,291 acres!

Thanks for hearing my concern,
Julie

Julie Nader

Miriam Hanes

From: Eric Rutledge [redacted]
Sent: Friday, July 19, 2024 3:10 PM
To: Miriam Hanes
Cc: Ted Reid; Eryn Kehe
Subject: [External sender]FW: UGB-Expansion
Attachments: Sherwood UGB-#2.pdf

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Hi Miriam – some testimony for the urban growth decision. It looks like the Metro Council was copied but not staff. Wanted to make sure you received this.

Thanks,

Eric Rutledge
City of Sherwood
Community Development Director
[redacted]

From: LouAnn Nance <[redacted]>
Sent: Sunday, June 30, 2024 2:20 PM
To: [redacted]
Cc: [redacted] Eric Rutledge <[redacted]>; [redacted]; Keith Mays [redacted]
Subject: UGB-Expansion

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Sent from my iPad

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June 30, 2024

Gerritt Rosenthal
District 3 Councilor Metro
[redacted]

CC:
Marisa Madrigal
Chief Operating Officer
[redacted]
Eric Rutledge
Community Development Director
[redacted]
Lynn Peterson
President, Metro
[redacted]
Mary Nolan
District 5 Councilor Metro
[redacted]
Tim Rosener
Mayor, City of Sherwood
[redacted]
Keith Mays
Councilor, City of Sherwood
[redacted]

RE: UGB Expansion
Dear Gerritt:

My name is Lou Ann Nance, and my interest in the Sherwood UGB is based upon my family's property within the Sherwood West Neighborhood, which they have owned for nearly 40 years.

Our family has huge sentimental interest in the Sherwood Area, and desire for thoughtful development of the area that support s efficient use of the land that creates new jobs and affordable housing. It will also be necessary to create a tax base that sustains the infrastructure, and the new $247 million-dollar high school.

Your foresight into a healthy UGB Plan will ensure the prosperity of the City of Sherwood for many years to come. Thank You for your time and considerations in this important matter.

Sincerely

Lou Ann Ottoman Nance

August 15, 2024

Metro Council Chair Peterson and Members of the Metro Council,

Thank you for the opportunity to provide testimony on the draft Urban Growth Report (UGR) released in July. We appreciate the work and effort staff have dedicated to the implementation of the Urban Growth Report process. We are grateful for the opportunity to have representation on the Stakeholder Roundtable.

The Washington County Chamber of Commerce represents a broad spectrum of businesses and community stakeholders who are deeply invested in the future growth and prosperity of our region. After thorough discussion with our members, we have identified several areas of concern in the UGR as currently drafted. We respectfully submit the following feedback for your consideration.

1. Definition and Classification of "Buildable Land"

One of our primary concerns revolves around the definition and classification of "buildable land," particularly in the context of industrial land supply versus housing capacity. The current draft report appears to contain significant discrepancies between what is considered "developable" land and what Metro is counting as a surplus of buildable lands.

Analysis suggests there is an oversampling of small parcels, particularly those under 10 acres, which are generally not attractive to industrial or commercial investors. Additionally, we have identified issues with several large parcels, including eight 50-acre sites that appear to be either defunct rock quarries or sites with serious constraints, making them effectively undevelopable.

We urge Metro to revisit the criteria used to classify industrial land and to apply more stringent layers of analysis to ensure that the data reflects the true potential for industrial development. It is crucial that Metro's data accurately represents the realities on the ground to avoid misguiding policy decisions based on an overestimated supply of viable industrial land. If the criteria are embedded in State Land Use laws or constraints, we believe it is incumbent upon Metro to actively seek changes to State Laws or Statute.

2. Employment Lands and Viability

Regarding employment lands, we recommend that Metro Council discount approximately 1,300 acres of land with a slope grade above 7%, as this exceeds the industry standard for commercial and industrial development. We also ask that the Council consider the fact that the average lot size for employment lands is currently 3.8 acres, with a median site size of just 1.7 acres. These dimensions are often insufficient for the needs of modern commercial and industrial developments.

3. Senate Bill 4 Super-Siting and Employment Land Expansion

During the 2023 Legislative Session, Senate Bill 4 gave the Governor super-siting authority under the Oregon CHIPS legislation (SB4) passed last session. Should the Governor choose to exercise this authority, we strongly urge the Metro Council to view this as an additive measure rather than a replacement for any employment land expansion decisions as it was contemplated by Legislators. The super-siting authority is a valuable tool for specific projects but should not substitute the broader need for increasing our employment land base.

4. Housing Capacity and the Need for Realistic Projections

The draft UGR significantly underestimates the region's housing needs. According to a report by ECOnorthwest, the Portland Metro Region is already facing a shortage of 59,488 homes, in addition to 10,683 homes needed for houseless populations. Furthermore, the report projects that the region will need to produce 294,853 new housing units over the next 20 years—far exceeding Metro's calculated range of 143,300 to 203,200 units.

We strongly recommend that Metro Council incorporate this supplementary data into the UGR and consider its implications, particularly in the context of Sherwood's expansion plans. The current projections in the UGR do not align with the on-the-ground realities of our housing market. We also urge the Council to reject the limiting housing development scenarios presented on page 38 of the report. Instead, Metro should adopt a policy framework that acknowledges both the low capacity for housing development within the Urban Growth Boundary (UGB) and the urgent, high need for new housing production.

The current scenario, which suggests a surplus of 9,050 units, is misleading and risks leaving our region severely underprepared for future housing demands. The reality points to a potential deficit of 84,000 housing units inside the UGB, a gap that Metro must address to avoid exacerbating the existing housing crisis. We believe that planning for adequate housing will help to mitigate the escalating costs of housing.

5. Planning for Growth, Not Decline

Finally, we believe that it is far wiser to plan for growth and be overprepared than to anticipate decline and risk underproducing housing and jobs. The current UGR seems to prophesy a conservative growth outlook, which could lead to economic stagnation and increased pressure on housing markets. We urge Metro Council to adopt the "High" Population growth forecast in the UGR to provide greater flexibility to local jurisdictions in meeting their communities' needs.

This recommendation is not just a matter of optimism but of prudent public policy. By planning for high growth, Metro can ensure that our region is prepared to meet the demands of a growing population, thereby avoiding future crises related to housing shortages and economic underdevelopment.

6. Washington County Chamber Support for Sherwood's Expansion Application

In addition to the concerns outlined above, the Washington County Chamber of Commerce fully supports the City of Sherwood's expansion application as presented. We believe that the Sherwood West North District Mixed Employment Area (MEA) is critical for addressing the region's growing need for industrial land and housing. The inclusion of this area within the UGB will help meet the demands of a

robust and expanding industrial market, provide opportunities for job creation, and contribute to the overall economic growth of the region.

It is essential that the final decisions reflect the true needs and potential of our community, and we remain committed to ensuring that the voices of our members and stakeholders are heard throughout this process.

We appreciate the significant amount of work that Metro has put into the Urban Growth Report, but we believe that adjustments are necessary to reflect the true needs of our region. We urge the Metro Council to take these concerns into account and to revise the UGR accordingly. The Washington County Chamber of Commerce stands ready to collaborate with Metro and other stakeholders to ensure that our region's growth is sustainable, equitable, and prosperous.

Thank you for your consideration.

Sincerely,



Deanna Palm
President/CEO

Miriam Hanes

From: Deanna Palm <[redacted]>
Sent: Friday, August 16, 2024 5:34 PM
To: Metro 2040
Subject: [External sender]Washington County Chamber Testimony on Draft 2024 Urban Growth Report
Attachments: Testimony for Metro Council Re Draft Urban Growth Report.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Please find attached testimony from the Washington County Chamber of Commerce in reference to Metro's 2024 Draft Urban Growth Report. Please feel free to reach out to me if you have any questions or need any additional clarification on our comments. Thank you!

Deanna Palm
She, her, hers
President/CEO

WASHINGTON COUNTY CHAMBER of COMMERCE

Washington County Chamber of Commerce
Phone: [redacted]
Email: [redacted]
www.washingtoncountychamberor.com
[redacted] | Hillsboro, OR 97124

Miriam Hanes

From: [redacted]
Sent: Friday, July 19, 2024 8:46 AM
To: Metro 2040
Subject: [External sender]Please Vote NO on the Sherwood Urban Growth request

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Dear METRO Council,

Say NO to the Sherwood request to expand the UGB. Although METRO has previously said YES to all city proposed UGB expansion requests, you should say NO to the Sherwood request. Please stick with your charter! From your website "...Portland area leaders saw an unfulfilled need to provide regionwide planning and coordination to manage growth, infrastructure and development issues that cross jurisdictional boundaries. They also saw a need to protect farms and forests from urbanization and to provide services that are regional in nature."

The Sherwood proposal uses inaccurate population growth data. Read and listen to your own Expert Analysis reports. The minimal population growth will come only from net migration. The state is also looking at alternative scenarios. Read the "Zero Migration" report from the Oregon Office of Economic Analysis at Report: Zero Migration, a Demographic Alternative Scenario | Oregon Office of Economic Analysis (oregoneconomicanalysis.com)

Job estimates - simply a Field of Dreams estimate, if you build it they will come. But, they will not come from out of state, they will come from other parts of Metro. Everyone hopes they will get a microprocessor factory, but another Amazon warehouse employing robots is more likely.

New Housing – politically correct position, but simply wrong. This will not drive housing prices down. Does anyone really believe that this growth will help solve the homeless problem?

Infrastructure – We are taxed enough already, please STOP! The proposed roadway improvements are not nearly enough to move the increased amount of traffic.

This UGB expansion is NOT needed, it is wanted. It is backed primarily by the city government and developers. Why they support this UGB expansion is unclear, but there are clues when you look at the list of Supporters provided by Sherwood in the proposal, and by this statement made by Mayor Rosener at the last MPAC meeting. He said something to the effect... "We have speculators who have bought up the land or have options on those lands, to do land assembly. There is some grease on the wheels there."

Please stop the sprawl and protect farms! Support infill. Support real estate re-development to address the housing. Support re-purposing of unused office space resulting from folks working from home.

Thank you for your consideration,

Jo and Alan Pearson
[redacted]
Sherwood, OR 97140

Miriam Hanes

From: [redacted]
Sent: Sunday, August 18, 2024 6:29 PM
To: Metro 2040; Marissa Madrigal; Lynn Peterson; Gerritt Rosenthal
Cc: Sherwood Farm Alliance; [redacted] Al Pearson
Subject: [External sender]Please REJECT Sherwood's UGB Growth Request

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

We strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. METRO needs to execute on one of their primary purposes, and stop unnecessary urban sprawl.

NOT NEEDED
In 2022 Metro projected Sherwood would grow by a scant 3% over the coming decades. The Sherwood School District has forecasted enrollment for the new high school will begin to DECLINE in 2027. Sherwood has enough vacant land to accommodate new housing and jobs for years to come, when planned and developed wisely.

Metro's research concluded there is enough industrial land inside the existing Regional UGB for another 20 years. Metro's research on Residential land shows most land brought into the UGB in the last 20 years remains undeveloped.

FALSE PREMISES
Taxes will increase. I testified and asked for a Taxpayer Impact Statement, yet none is available to my knowledge. Residents should understand how Sherwood and its residents will pay for the new roads, sidewalks, water and sewer, and not just an "agreement" to figure it out later. Yes, the developers will pay for a portion of the initial infrastructure, but WE will be left with more financial obligations to pay for the operating and maintenance costs, even though we do NOT need the new land to keep pace with growth in Sherwood.

Trust in Leadership is rapidly eroding. Statements like "Developers and speculators have already bought land or rights...", "Wheels have been greased...", and then the Washington County testimony supporting Sherwood and stating something like "WE encourage METRO to adopt the high population estimate so they could get more funding..." This is astounding, but sadly not surprising, behind the scenes behavior.

NOT WANTED
84% of the people in Sherwood who participated in an online poll in 2021 OPPOSED the UGB expansion. If you actually read the verbatims in the Sherwood proposal, there is little support for this expansion by the residents.

We stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Alan and Jo Pearson

Miriam Hanes

From: Bridget Perkins [redacted]
Sent: Tuesday, August 20, 2024 8:29 PM
To: Metro 2040
Subject: [External sender]No to the boundary expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres.

This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes.

I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Bridget Perkins

Miriam Hanes

From: Stu Peterson <[redacted]>
Sent: Sunday, July 21, 2024 8:19 PM
To: Metro 2040
Subject: [External sender]RE: Sherwood West Concept plan

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In reference to the above mentioned urban expansion I want to express my support for this planned expansion. There is an acute shortage of all types of developable land in the tri county area, but in particular Industrial property is lacking. AS a commercial real estate broker of 42 years focused in the Metro region but SW in particular, I have represented many of this submarkets largest employers. Lately I have seen a trend by some to relocate to other areas of the state, or out of state due to the lack of available land and/or facilities to house expansion. The housing shortage in the region is mentioned often in the press and is a focus of the state leadership, but the shortage of industrial land is more acute in our region is more acute, and in my opinion, more important. Our region cannot prosper without our industrial employers being retained and the shortage of industrial property in the metro region is causing out migration of these stalwarts of our business community.

Stu Peterson SIOR
Macadam Forbes
[redacted]
Lake Oswego OR 97035
[redacted]
Initial Agency Disclosure Packet

JOHN A. RANKIN, LLC.
Attorney/Consultant
[redacted]
Lake Oswego, Oregon 97035

Mailing Address:
[redacted]
Murrieta, California 92562
[redacted]
email: [redacted]

July 30, 2024

VIA EMAIL ONLY

Metro Council
c/o Ms. Marissa Madrigal
Chief Operating Officer
Metro Services District
600 NE Grand Ave
Portland, OR 97232
[redacted]

Re: Letter of Support For Metro Council's 2024 UGB Decision For Inclusion of the Sherwood West Concept Plan Area.

Dear Councilors Peterson, Simpson, Lewis, Rosenthal, Gonzalez, Nolan, and Hwang:

Please accept this letter as our second and supplemental official Letter of Support on behalf of those Sherwood West property owners, whom we currently represent and have represented in the past from the beginning of the Sherwood West planning process nearly ten years ago, requesting that your December 5, 2024 final decision approve the City of Sherwood's "Ask" to expand the Metro UGB to include the entire Sherwood West 1,291-acre Planning Area into the current Metro UGB boundary.

We respectfully submit this testimony on behalf of our current and former mostly very long term generational Sherwood farm and community family clients, Elanna Schlichting, manager of the Schlichting Family Century Farm LLC (owners of approximately 38 acres), Nancy Perkins and Kevin Sabbe, Trustees of the Sabbe Family Trust (owners of approximately 32 acres), and the Glen T. Wetzel Family (owners of approximately 0.46 acres), all located in the North District, as well as the Mandel Farms, LLC (owner of approximately 57 acres) and Prodigal Son LLC. (owner of approximately 20 acres) both located in the West District, all of

which represents approximately 147 acres or nearly 12% of total land located within Sherwood West.

From years of experience representing a number of Oregon cities in various capacities and being intimately involved in comprehensive and concept plan since the 1970's and 1980's, and based on recent review of Metro's Draft July 2024 Urban Growth Report ("UGR"), please see the following executive summary of our written and oral testimony to both the City of Sherwood over the years, our initial April 2024 letter to you, and our review of the UGR in light of recent promising trends on the horizon of our lives and our communities, locally and nationally, which ultimately argue in favor of and support for your affirmative decision to expand the Metro UGB to include the entire Sherwood West Concept Plan:

1. The City of Sherwood and the Sherwood Community has worked very hard for many years with the help of Metro Council Staff and thousands of hours of City and County officials and staffs, with the valuable input of countless community volunteers and consultants from the entire collection of interested parties and local and state agencies and the many vital NGOs, all of which have provided important and essential input to shape and create the unique Sherwood West Vision for the future of all of its existing and future residents and businesses.

2. Sherwood West is the first time the City and Community and all players has systematically and comprehensively supported and created a visionary UGB expansion of this scope, which will provide the road map forward beyond our current lifetimes.

3. Sherwood West is the first expansion request to incorporate many of the middle housing (and thus more affordable housing) options of the continuing local and statewide Smart Growth legacy.

4. Sherwood West:
    a. Protects and enhances the viable farm and forest lands surrounding Sherwood.
    b. Protects and enhances the existing special natural resources of the Area that are so important and beloved throughout our community and county and state.
    c. Encourages distinct and diverse middle housing types, in livable and walkable neighborhoods close to commercial areas as built environments centered around those existing natural resources.
    d. Helps address Sherwood's local housing crisis and particularly its need for affordable housing to meet its changing demographics.
    e. Provides a much-improved Jobs/Housing Balance centered in the North District Employment Area that will help ensure that Sherwood West's vision is economically sustainable into the future.
    f. Which Balance is specifically planned to attract advanced manufacturing and high-tech support services that by purposefully reducing the need for direct "major highway access" and reducing the number of trips and miles between home and work will further enhance Sherwood's collective goal to be as "carbon neutral" as possible.
    g. Provides affordable opportunities to more small women owned and BIPOC businesses in the North District and the planned commercial areas.

5. In recent "Ask" cycles, as Sherwood continued to refine its Sherwood West Plan, other communities within the Metro UGB and especially in the South and West Metro Areas

have been given significant UGB expansions into urban reserve areas which were comprehensively planned and are being and will be comprehensively developed for many years into the future. Sherwood needs and respectfully requests that same opportunity.

6. Nationally, despite what we thankfully are seeing "in the rear-view window":
    a. Inflation appears to be under control and been reduced significantly year over year confirming the "soft landing" we all hoped for, and
    b. The Federal Reserve is this week signally that its next interest rate reduction will occur in September 2024, as the recovery continues to trend upward.
    c. All of which will encourage a return to sustainable growth in all sectors and with Sherwood's current housing crisis and need for more employment land provides the support for your December decision to expand the UGB to include all of Sherwood West.

7. We continue to sincerely believe the best way to make certain a great Concept and Community Plan like Sherwood West truly succeeds is to make certain the entire Plan is fully implemented for the reasons given in our April 4, 2024 Letter of Support, including but not limited to:
    a. We need only look at the decades old and recent successful UGB expansions from Villebois in Wilsonville to River Terrace in Tigard and others in Hillsboro in West and Southwest Metro;
    b. Piecemeal or phased expansions always result in anomalies and subtle and not-so-subtle resulting amendments that blur a city's vision and frustrate the intended balancing of the complex inter-relationships of planning efforts and the natural and built environments; and
    c. The City and Community can then work on an "economies of scale" basis with all potential developers and affected agencies to ensure the City's Strategic Funding Program works most efficiently and effectively to realize the vision.

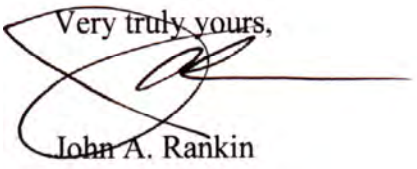
8. Sherwood has created a viable Sherwood West Final Infrastructure Strategy which will work to phase development and enhancement of the built and natural resources environments.

9. Significant interest in Sherwood West from quality members of the development community, both locally and nationally, has been generated, particularly in the industrial employment lands designated in the North Area in the last year, resulting our receipt of a purchase offer from a serious and respected national development company who has been active in the Portland Metro Area and Pacific Northwest for many years.

Again, thank you for the opportunity to present this final letter of support on behalf of all of us who live and/or work in the Sherwood and in the Sherwood West Planning Area.

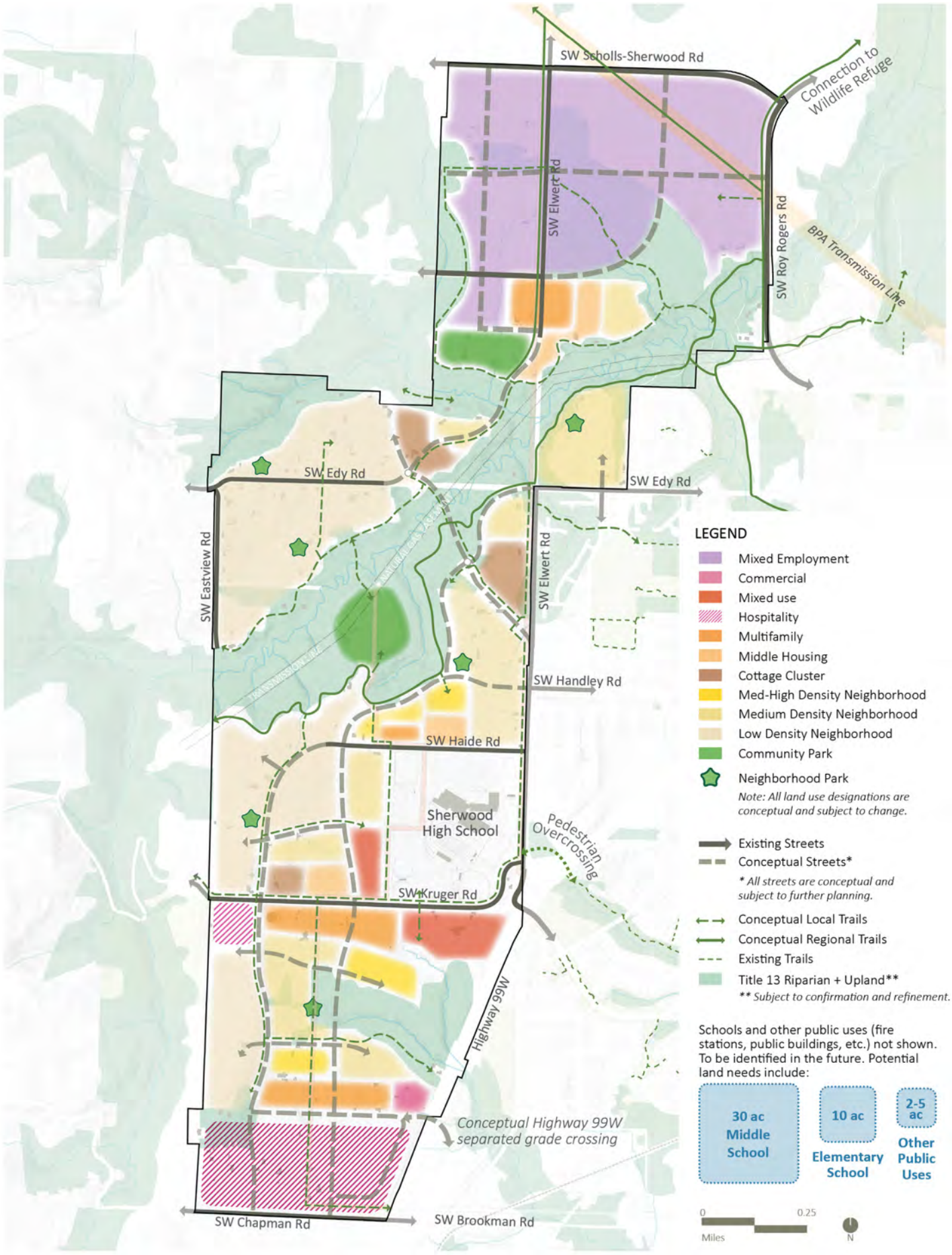
We continue to look forward to your decision to expand Sherwood's UGB to include the entire Sherwood West Planning Area and give the City the ability to create and implement Sherwood West as a great addition to the City and the Sherwood Community as well as to the greater Portland Metro Area.

Finally, a profound thanks to you all and your staff's help and support of the City's long-term efforts to create the Sherwood West Plan.



JAR/bhs
Enc: Sherwood West Map
Pc: Gerritt Rosenthal, District 3 Councilor
Via email: [redacted]
Eric Rutledge
Community Development Director
Via email: [redacted]
Bruce Coleman
Economic Development Director
Via email: [redacted]
Clients and Former Clients via email

Figure 8. Composite Concept Plan Map



003808

Miriam Hanes

From: John Rankin [redacted]
Sent: Tuesday, July 30, 2024 9:32 AM
To: Marissa Madrigal
Cc: Metro 2040; Gerritt Rosenthal; Eric Rutledge; Bruce Coleman
Subject: [External sender]Public Written Testimony to Metro Council and Staff - Sherwood West Planning Area 2024 "Ask"!
Attachments: Public Written Testimony to Metro Council - Sherwood West Concept Plan 07302024.docx; Sherwood West Composite Concept Map 4-3-24.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Ms. Madrigal and Councilors Peterson, Simpson, Lewis, Rosenthal, Gonzalez, Nolan, and Hwang:

Please kindly accept our attached Public Written Testimony Letter regarding the City of Sherwood's 2024 "Ask" for the expansion of the Metro UGB to include the Sherwood West Planning Area.

If you have any other questions or comments or need additional help, please let me know. Thanks.

Best to you all and your families!

John
John A. Rankin LLC
Attorney at Law/Consultant
[redacted]
Lake Oswego, Oregon 97035

Mailing address:
John A. Rankin, LLC.
Attorney (Oregon)/Consultant
[redacted]
Murrieta, CA 92562-8712
[redacted]
Email: [redacted]

****

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Miriam Hanes

From: Terry R <[redacted]>
Sent: Saturday, August 17, 2024 7:57 AM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Sherwood UGB Expansion

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To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely, Terry Repp

Miriam Hanes

From: Al Jeck [redacted]
Sent: Tuesday, July 23, 2024 3:36 PM
To: Metro 2040
Subject: [External sender]Letter to Metro Council; Urban Growth Report
Attachments: 2024-07-23 Letter of support to Metro KR.pdf

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Please see the attached letter of support for the Urban Growth Report and the Sherwood West UGB Expansion request. Thank you.

Al Jeck
Venture Properties, Inc.
[redacted]

VentureProperties
INCORPORATED

Creating Tomorrow's Communities Today

July 23, 2024

Council President Peterson and Metro Councilors
c/o [redacted]

Re: Draft Urban Growth Report

President Peterson and Councilors:

My name is Kelly Ritz, President of Venture Properties, Inc. and our associated home building company, Stone Bridge Homes NW, LLC. In 2015, we began development of the Mandel Farms subdivision, an 86-lot detached home community at Edy and Elwert Roads in Sherwood. We closed on our last home in October 2019. It was a successful project for us, and we are very appreciative of the support we received from the Sherwood community and city staff.

Shortly after starting Mandel Farms, we began working with City Planning staff and several property owners in the Sherwood West area to advocate for a potential urban growth boundary expansion for all or a portion of Sherwood West. Much study and discussion has taken place in the years since, culminating in an extensive two-year planning process and adoption of the Sherwood West Concept Plan in 2023. This led to a request to Metro later that year to expand the Urban Growth Boundary to include 1,300 acres within Sherwood West.

A key part of Metro's review of this request includes the recently completed draft Urban Growth Report. This report concludes that under baseline population forecasts, "approximately 150,000 additional homes are needed to meet expected population growth over the next 20 years," and to meet this demand, "we must continue to focus on public investment and removing barriers to housing production." Land to accommodate this growth will need to come from a variety of current, redevelopment, and urban expansion sources. Sherwood's UGB expansion request, created from strong community support, offers a thoughtful blueprint for a diversified residential-industrial-employment planned community. We believe that their plan has the best chance of supplying a mix of single-family, middle housing, and multi-family options for all age ranges now and into the future.

My companies and I wholeheartedly endorse your acceptance of the Urban Growth Report and recommend your continued review and approval of the Sherwood West Urban Growth Boundary expansion.

Thank you for your consideration of our testimony.

Sincerely,

Kelly Ritz, President
Venture Properties, Inc.

[redacted] Lake Oswego, Oregon 97035 • [redacted]

Miriam Hanes

From: Bruce Coleman <[redacted]>
Sent: Wednesday, July 24, 2024 6:52 AM
To: Al Jeck; Metro 2040
Cc: Eric Rutledge
Subject: [External sender]RE: Letter to Metro Council; Urban Growth Report

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Thank you Kelly and Al,

Brucce

Bruce Coleman
Economic Development Manager
City of Sherwood
[redacted]
Sherwood, OR 97140
[redacted]
www.sherwoodoregon.gov/economicdevelopment
[redacted]

ABOUT SHERWOOD ECONOMIC DEVELOPMENT: Sherwood offers many strategic advantages for business investment and economic development. Conveniently located in the southwest/I-5 Corridor of Greater Portland's Silicon Forest. Rated the 2nd safest city in Oregon, Sherwood also boasts a highly skilled workforce, outstanding schools, and strong community spirit. Sherwood enjoys easy access to I-5, I-205, Highway 99W and the Portland International Airport. Sherwood has a pro-business city government and encourages a wide range of businesses to locate and grow here, from startup entrepreneurs to Main Street businesses, to high technology advanced manufacturing. Sherwood boasts an engaged and collaborative city staff. We are actively creating new locations to serve our growing business community. We invite you to explore business growth opportunities in Sherwood.

From: Al Jeck <[redacted]>
Sent: Tuesday, July 23, 2024 3:36 PM
To: [redacted]
Subject: Letter to Metro Council; Urban Growth Report

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Please see the attached letter of support for the Urban Growth Report and the Sherwood West UGB Expansion request. Thank you.

Al Jeck
Venture Properties, Inc.
[redacted]

This email may contain confidential information or privileged material and is intended for use solely by the above referenced recipient. Any review, copying, printing, disclosure, distribution, or other use by any other person or entity is strictly prohibited and may be illegal. If you are not the named recipient, or believe you have received this email in error, please immediately notify the City of Sherwood at [redacted] and delete the copy you received.

Miriam Hanes

From: Lindsay Roberts <[redacted]>
Sent: Thursday, August 15, 2024 9:41 PM
To: Metro 2040
Subject: [External sender]I oppose the Sherwood West Urban Growth Boundary expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

As a resident and taxpayer of Sherwood, I strongly oppose the 2024
Sherwood West Urban Growth Boundary expansion proposal and the proposed expansion of the Urban Growth Boundary by 1291 acres. This excessive and unnecessary plan would destroy vital farmland, displace wildlife, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Lindsay Roberts
[redacted]
Sherwood, OR 97140
[redacted]

Miriam Hanes

From: STEVE ROSS [redacted]
Sent: Thursday, August 22, 2024 6:23 PM
To: Metro 2040
Cc: [redacted] Marissa Madrigal; Lynn Peterson; Gerritt Rosenthal; [redacted]
Subject: [External sender]Sherwood Urban Growth Boundary

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Steven Ross

Miriam Hanes

From: LOYAL ROTH [redacted]
Sent: Tuesday, August 20, 2024 3:19 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]UGB expansion proposal

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To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely, Loyal Roth

Rothchild Construction Co. Inc
[redacted]
Sherwood, OR 97140
CCB # [redacted]

Miriam Hanes

From: Dan Rutzick <[redacted]>
Sent: Thursday, August 22, 2024 6:09 PM
To: Metro 2040
Subject: [External sender]2024 Draft UGR Comment

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Hello,

The 2024 UGR has implications for local government planning processes as Metro's subsequent distributed forecasts inform local Housing Capacity Analyses, Economic Opportunities Analyses, and Regional Transportation Plan modeling.

The City of Hillsboro recommends Metro rely on a high population growth forecast to allow our region to be nimbler in addressing current and future housing and employment needs.

The 2024 Draft UGR demand scenario 4 involves faster household growth in 2044 coming from increased in-migration of younger households, consistent with historic migration dynamics, who typically seeking multifamily and middle housing. Though younger households who migrate to the region by 2030, 2035, and 2040 may initially prefer multifamily or middle housing, many will continue to demand single-unit detached for their growing household size and other reasons. The City of Hillsboro recommends Metro add a new UGR demand scenario 5 that involves faster household growth coming from increased in-migration of younger households, consistent with historic migration dynamics, but with a larger percentage of single-unit detached to meet the demand during the next 20 years.

Though the Draft UGR shows the region as having sufficient total industrial capacity, much of the industrial land supply consists of smaller parcels with an average lot size of 3.8 acres and a median lot size of 1.7 acres. The Draft UGR mentions there are only eight sites over 50 buildable acres inside the UGB that are available to the general industrial market. The final 2024 UGR should highlight the lack of sufficient large-lot industrial sites 25 plus acres in size available to the general industrial market. The final 2024 UGR should also highlight that less than 6% of the taxlots available to the general industrial market are medium-sized sites between 10 and 25 acres.

Thank you,

Dan Rutzick | he/him | *Long Range Planning Manager*
City of Hillsboro | Community Development: Planning Division
[redacted]
Hillsboro-Oregon.gov | Engage with Us

Miriam Hanes

From: Terrel Smith [redacted]
Sent: Monday, August 5, 2024 6:21 PM
To: Metro 2040
Subject: [External sender]Sherwood West Expansion Plan

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

I am writing in support of the Sherwood West Expansion Plan. Here is a link to the rationale for my support. It is my opinion that this is a very good plan for the appropriate expansion of west Sherwood and fits with the logical development surrounding the Sherwood High School and other areas.

Sincerely,

Terrel Smith
Retired teacher-Sherwood High School
[redacted]

Request that the Metro Council:

- **Approve the Sherwood West Concept Plan as proposed by the Sherwood community. Changes to the plan threaten community support.**
- Add 340 net acres of residential land to the UGB as proposed in the Sherwood West Concept Plan.
- Add 130 net acres of flex industrial land to the UGB as proposed in the Sherwood West Concept Plan.
- Add 135 net acres of commercial and hospitality land to the UGB as proposed in the Sherwood West Concept Plan.

Background Information:

Urban Reserve designation

- Sherwood West is proposed within an Urban Reserve. Urban Reserves are lands suitable for accommodating urban development over the next 50 years.
- Land that is considered most important for commercial agriculture and forestry use is in rural reserves and not eligible for urban expansion.
- City has clearly answered question of readiness and has prepared for adding Sherwood West to the UGB.

Regional Growth Projections

- Our region is growing and is expected to add an average of 15,000 new residents per year through 2044.
- Sherwood is preparing for its share of growth through the Sherwood West Concept Plan.
- The Sherwood School District supports the Sherwood West proposal. The School District Board of Directors and the Superintendent have expressed strong support for the plan.
- Our region will add approximately 315,000 new residents and 137,000 new jobs over the next 20 years under a baseline growth scenario.

Community Engagement

- Since 2021, the City has held over 30 public meetings on Sherwood West. The public engagement process was highly publicized, thorough and inclusive. The Sherwood West vision was developed by the Sherwood community.
- The diverse range of residents and stakeholders were represented on the Community Advisory Committee and Technical Advisory Committee.

- The Sherwood West Concept Plan has strong local support including unanimous approval from the Sherwood Planning Commission, Sherwood City Council, and Washington County Board of Commissioners.

Housing

- Sherwood and the Portland region are experiencing a housing crisis. The severe shortage of housing has increased prices and reduced affordability for all. Between 2017 and 2022, the Portland region experienced a 50.4% increase in homelessness.
- The Sherwood West Concept Plan will provide a minimum of 3,100 new units including mid-rise apartments, missing middle housing, and single-family detached residences. A minimum of 43% of new housing will be middle and multi-family housing.
- The plan proposes innovative zoning types including cottage cluster only and middle housing only zones will provide opportunities for first time home buyers and empty nesters to stay within or relocate to our region.
- Sherwood West proposes between 43% - 68% middle and multi-family housing. The range depends on how much middle housing is constructed in certain zones.

North District Employment Land

- The Sherwood West employment land provides opportunities for equitable economic growth.
- Employment land is not just about a simple supply and demand analysis. Economic development requires a land supply that enables specific industries to thrive.
- The average industrial parcel size in the metro region is 1.7-acres. Our region is facing an industrial land supply crisis similar to the housing crisis. Small BIPOC and women owned businesses are most vulnerable to rising business costs.
- The industrial vacancy rate in Washington County is 2.5% making business more expensive for key target industries. Small businesses are impacted the greatest by high industrial land costs and lease rates.
- Sherwood grew it's industrial and manufacturing base twice as fast than the region between 2017 and 2022.
- The Sherwood West site is competitive and will lead to new jobs for a growing part of the region.

Annexation and Development Phasing

- Sherwood is committed to thoughtful planning and careful growth over time.
- Approval of the UGB expansion does not immediately bring the land into the City of Sherwood. The land remains part of unincorporated Washington County until formally annexed into the City of Sherwood.
- Growth is expected to occur first at key nodes with access to infrastructure like near the new Sherwood High School.

- The Concept Plan includes a Preliminary Infrastructure Funding Strategy that describes how new infrastructure will be funded. Where current SDC rates do not cover the cost of infrastructure, a broad range of funding tools will be considered.

CLACKAMAS COUNTY

BOARD OF COUNTY COMMISSIONERS
PUBLIC SERVICES BUILDING
[redacted] OREGON CITY, OR 97045

Metro Council
600 NE Grand Ave.
Portland, OR 97232

August 14, 2024

RE: Draft 2024 Urban Growth Report

Dear President Peterson and Metro Councilors:

Thank you for the opportunity to comment on the Draft 2024 Urban Growth Report (2024 UGR) and Sherwood West urban growth boundary (UGB) expansion proposal. We recognize that completing this report during these times of uncertainty is extremely challenging. The report acknowledges that while there may be slower projected population and employment growth, the on-going housing availability crisis and continual need for large-lot employment land are factors that should not be minimized.

First, we urge the Metro Council to select the **high growth rate for both population and employment**. Planning for high growth will give jurisdictions the latitude not only to attract more investment opportunities in the region, but also to appropriately balance housing needs, land use, economic development, and transportation planning. Assuming low or baseline growth rates may result in unintended, adverse effects, by constraining local jurisdictions' ability to respond in real time to address population, employment, and housing requirements. It is also critical that findings within the 2024 UGR support necessary UGB expansion without forcing the removal of land from other locations.

As part of the Oregon Housing Needs Analysis (OHNA), the State will assign specific housing targets to individual jurisdictions beginning in 2025. This new paradigm for housing accountability necessitates consideration of the specific land need within individual jurisdictions rather than a singular focus on regional land supply. Selecting the high growth rate for both population and employment will create the best opportunity to meet the coming state-mandated housing targets and will allow the region to be more responsive and proactive in attracting potential new employers.

Second, we have concerns with **Metro's methodology that asserts that we have a surplus of industrial lands (nearly 6,000 acres) available inside the UGB to serve our region's need over the next 20 years**. We appreciate the supplemental industrial lands analysis, based on site criteria, that was developed as a part of the City of Sherwood's expansion request. However, **we believe**

that Metro's methodology for determining industrial "buildable lands" is flawed because it does not consider key site criteria factors in developing the Buildable Lands Inventory.

The 2024 UGR cites that of those 6,000 surplus acres, the average industrial parcel size is 3.8 acres, with a median industrial parcel size of 1.7 acres. Market factors indicate that firms seek parcels that are a minimum of 5 acres and are developable in 7 to 30 months or less. It is also clear that there is demand for large-lot industrial sites of 20, 50 and 100 acres in Clackamas County, and Metro's current method of evaluating industrial land supply fails to address this demand. In short, the lands that Metro is considering developable are not sufficient to meet the market need.

Clackamas County continually faces the challenges of not having an inventory of available and suitable employment land to support industry and employment for our workforce. While we know that the 2024 UGR decision is only one of many factors that influences the development of land, it is essential that this decision is made in a way to best support growth in all of our communities.

Finally, the comment period for the 2024 UGR was not sufficiently long to allow a robust discussion of these important issues. In the future, we urge Metro to provide a 90-day comment period between release of the draft UGR and issuance of the Metro Chief Operating Officer's recommendation to the Metro Council. It is imperative that local jurisdictions be given an adequate opportunity to weigh in on the UGR at an early point in the process. That said, we are looking forward to future opportunities to communicate with the Council before the Urban Growth Management Decision is made later this year.

In closing, the Urban Growth Management Decision process is driven by legal obligations that do not always translate into market reality. Discussions about the future can begin with questions on whether the region has the right amount of land to support housing and job growth, but they must not end with a simple yes or no answer. We are supportive of Metro Staff's recent proposal to update the 2040 plan and look forward to the opportunity to develop a better approach to planning for a bright future for our region.

Sincerely,

Clackamas County Board of Commissioners

Tootie Smith, Chair

Commissioner Paul Savas

Commissioner Martha Schrader

Commissioner Mark Shull

Commissioner Ben West

Miriam Hanes

From: Leonhr [redacted]
Sent: Wednesday, August 21, 2024 12:57 PM
To: Metro 2040
Cc: Home Standridge
Subject: [External sender]Concerns About the Proposed Sherwood West Concept

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

>> I am writing to express my concerns regarding the Draft Urban Growth
>> Report and the City of Sherwood's proposed Sherwood West Concept.

>> First, the Draft fails to incorporate or thoroughly analyze the
>> figures upon which the Concept is based. Instead, it seems to merely
>> assess the City's "readiness" for expansion. While the City may
>> perceive itself as prepared to expand, the more important question is whether it should expand.
>> In my opinion, the answer is no. The proposed expansion is
>> unwarranted, as Sherwood has likely already reached its peak in terms
>> of the population that should or will move into the area.

>> For instance, the new high school was justified on the basis of
>> expected population growth, yet it has not come close to meeting the
>> attendance figures used to pass the Bond measure. We must be cautious
>> and not rely on the self-serving numbers the City provides when
>> making decisions about the Sherwood West Concept.

>> Furthermore, farmland is vital and irreplaceable. It is a key part of
>> the character of our city. Sherwood has already converted enough
>> farmland into developed areas. The thought of adding light industrial
>> buildings or more housing on the west side of our beautiful city is
>> unnecessary now and in the future. The residents of Sherwood have
>> been clear in their opposition to further expansion. Even METRO's
>> data shows that Sherwood's population is expected to increase by less
>> than 1,000 people over the next 20 years. Let's preserve the beauty that surrounds our city.

>> Thank you for your time and attention to these concerns.

>> Leon Standridge
>> [redacted]
>> [redacted]

Miriam Hanes

From: michelle Standridge [redacted]
Sent: Wednesday, August 21, 2024 1:21 PM
To: Metro 2040
Subject: [External sender]Draft Urban Growth Report/Sherwood Expansion

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August 21, 2024

METRO
Urban Growth Management Team
600 NE Grand Ave,
Portland, OR 97232

RE: Urban Growth Report, Draft 2024

Dear Council Members,

I am writing to provide comment on the Draft Urban Growth Report pertaining to the City of Sherwood's proposed Sherwood West Concept.

In reviewing the proposed draft report, I find the city of Sherwood's proposal to increase the city by 41% to be lacking in reliable data and concrete reasoning for such an expansion.

The west side of the city is already an area of congestion and outdated infrastructure. To add additional homes, light industrial buildings and traffic would severely impact the area, while requiring the loss of valuable, irreplaceable agricultural land and open space.

The impact on taxpayers for additional bond measures to then pay for roads, utilities, increased police and fire department services would also be a significant burden for a project that has shown no overall benefit to improving the quality of life for the residents of the community.

The layoffs currently occurring with Intel and other businesses in Washington County should be a cause for a cautious and well reasoned approach to solving a problem that does not exist for this area.

Thank you for your time in reviewing my correspondence.

Sincerely,
Michelle Standridge
[redacted]

Miriam Hanes

From: Jess Sunset <[redacted]>
Sent: Saturday, August 17, 2024 8:48 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Opposition to Sherwood West Concept Plan

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Jessica and Randy Sunset

[redacted]

Sherwood, OR 97140

Miriam Hanes

From: Conrad Thomason <[redacted]
Sent: Monday, August 19, 2024 12:13 PM
To: Metro 2040
Subject: [External sender]Message To whom it nay concern

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Conrad Thomason
[redacted]
Sherwood, OR 97140

Miriam Hanes

From: kerrville <[redacted]>
Sent: Wednesday, August 21, 2024 10:39 AM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]West urban growth boundary expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

As a resident and taxpayer of Sherwood
I strongly oppose the
Expansion of the West Urban Growth Boundary by 1,291 acres.
I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal!!
Please!
Sincerely,
Carolyn Thomason

Sent from my Verizon, Samsung Galaxy smartphone

Miriam Hanes

From: Jodi Tsutomi <[redacted]>
Sent: Tuesday, August 6, 2024 12:37 AM
To: Metro 2040
Subject: [External sender]Sherwood West Concept Plan

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Metro Council,

Good evening and thank you for your time. I am writing this letter in support of the Sherwood West Concept Plan as proposed and supported by the Sherwood community and Sherwood City Council.

"New" and "fresh" are two words that come to mind in regards to this comprehensive plan. New strides and fresh faces. New ideas and fresh goals. New directions and fresh opportunities. This plan offers practical, thoughtful and forward movement; with a sustainable core based on values for healthy growth, preserving open spaces and upholding the strengths and benefits inherent in Sherwood.

Three key factors of the Sherwood West Concept Plan that in my opinion highlight its vital role:
1. Positive employment growth trends at 18% from 2017-2022.
2. Promoting a steady and robust economic growth and resdiential housing.
3. "2024 ECOnorthwest analysis North District Mixed Employment Area (MEA) of Sherwood West Concept Plan has site characteristics that make the land better suited to accomodate the industries that are growing and expanding in the Portland Metro area."

Sherwood must grow and evolve in a balanced way and I feel that the Sherwood West Concept Plan as proposed is that backbone.

Best Regards,
Jodi Tsutomi
Sherwoodian

Miriam Hanes

From: Jodi Tsutomi [redacted]
Sent: Tuesday, August 6, 2024 1:06 AM
To: Metro 2040
Subject: [External sender]Sherwood West Concept Plan

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Dear Metro Council,

Good evening and thank you for your time. I am writing this letter in support of the Sherwood West Concept Plan as proposed and supported by the Sherwood community and Sherwood City Council. I am asking the Metro Council to approve the Sherwood West Concept Plan as proposed.

"New" and "fresh" are two words that come to mind in regards to this comprehensive plan. New strides and fresh faces. New ideas and fresh goals. New directions and fresh opportunities. This plan offers practical, thoughtful and forward movement; with a sustainable core based on values for healthy growth, preserving open spaces and upholding the strengths and benefits inherent in Sherwood.

Three key factors of the Sherwood West Concept Plan that in my opinion highlight its vital role:
1. Positive employment growth trends at 18% from 2017-2022.
2. Promoting a steady and robust economic growth and resdiential housing.
3. Per the 2024 ECOnorthwest analysis: "North District Mixed Employment Area (MEA) of Sherwood West Concept Plan has site characteristics that make the land better suited to accomodate the industries that are growing and expanding in the Portland Metro area."

Sherwood must grow and evolve in a balanced way and I feel that the Sherwood West Concept Plan as proposed is that backbone.

Best Regards,
Jodi Tsutomi
Sherwoodian

Miriam Hanes

From: Wayne Vandekraak <[redacted]>
Sent: Thursday, August 15, 2024 3:42 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]West Urban Growth Boundary Expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

--
Wayne Vandekraak
[redacted]

August 22, 2024

Metro Urban Growth Management Team
600 NE Grand Ave.
Portland, OR 97232

RE: Draft 2024 Urban Growth Report

Dear Metro Urban Growth Management Team,

Thank you for the opportunity to review and provide comments on the Draft 2024 Urban Growth Report (UGR). This memo summarizes technical comments from Washington County Land Use & Transportation staff.

We appreciate the work Metro has done for the region's livability in managing the Urban Growth Boundary (UGB) in a way that balances the need to protect rural land uses and provide an adequate supply of land that has a high likelihood of successfully developing into places to live, work, visit, and play. Staff appreciate the opportunity to participate in the process through the Land Use Technical Advisory Group (LUTAG), Metro Technical Advisory Committee (MTAC), the Transportation Policy Advisory Committee (TPAC) and the economic development forum. We also appreciate the time that Metro staff have spent sharing their work with us and other partners through various committees and organizations throughout the process.

Since the origin of the Metro Urban Boundary, jurisdictions in Washington County have shown their ability to plan for expansions of the UGB areas in a way that creates desirable communities. We respectfully request that Metro correct the number of housing units built in North Bethany since the UGB expansion in 2002. The Draft UGR reports that only 573 units have been built, but the actual number is closer to 4,000. This is an important detail because it shows the success of building communities within UGB expansion areas over the last twenty years.

The primary concerns of Washington County staff are how the technical tools have been applied to evaluate the most likely development potential and demand scenarios. These concerns have been raised by the County and other partners throughout the review process. Two examples follow:

- The scenarios that Metro prepared along with the three growth forecasts assigned a demand share for single- and multi-family units. The high growth projection was paired along with the high demand for multi-family product scenario, and we did not see results of the high growth forecast modeled with high demand for single-family product or an even split. We believe that it is important to ensure adequate land for a

Department of Land Use & Transportation
[redacted] Hillsboro, OR 97124-3072
Phone [redacted]
www.washingtoncountyor.gov

variety of housing types. Past trends have shown that much growth (both single and multi-family) is happening outside of town centers, reflecting market realities from both a supply and demand perspective. Supporting and incentivizing growth in our town center areas is a part of the solution to our housing crisis but so are carefully planned UGB expansions and infill development all around the region. The limited scenarios shared in the draft UGR did not prepare us to evaluate the effects of these options.

- For employment/industrial needs, the evaluation of industrial land supply needs to account for the available size of properties and the flat topography needed by modern large-scale industrial development. While land with slopes between 5% and 25% has been successfully developed into new residential areas, and to some extent new commercial areas, the parts of the region's industrial land supply that are this topographically challenging are unlikely to be financially viable. Flatter industrial land is a prerequisite to future growth in industrial employment. Metro should update the calculations of available employment/industrial land to remove steep slopes.

County staff worked closely with Sherwood staff as they prepared the Sherwood West Concept Plan and we support their technical work and the process that they have gone through. Again, we appreciate the collaborative spirit with which Metro staff approached this Urban Growth Report and look forward to our continued work together.

Sincerely,

Erin Wardell

Erin Wardell, Assistant Director
Department of Land Use & Transportation

Attachments:
Washington County Board of Commissioners comment letter 07-16-24

July 16, 2024

Metro Council
600 NE Grand Ave.
Portland, OR 97232

RE: Draft 2024 Urban Growth Report

Dear Chair Peterson and Metro Councilors,

Thank you for the opportunity to comment on the draft Urban Growth Report (UGR) and Sherwood West urban growth boundary (UGB) expansion proposal. The 2024 growth management decision is the blueprint for how Metro Council will lead the region in planning for future housing development and employment opportunities. We appreciate that these decisions are challenging and acknowledge there are trade-offs that must be carefully considered in this decision process.

Our Board strongly supports the City of Sherwood's application for expansion of the urban growth boundary to include the 1,291 acres within the Sherwood West urban reserve area. The city has demonstrated their readiness to serve the area with governance and infrastructure as required by Metro's Urban Growth Management Functional Plan. The City's plan envisions that up to 5,582 housing units and 4,524 jobs could be accommodated in the expansion area. As we are all grappling with ways to produce more housing in the region and across the state, adding this land to our regional urban growth boundary makes sense. In addition, Sherwood has shown that the proposed Sherwood West employment area has the site suitability characteristics to attract more of the types of industry that Sherwood has successfully recruited to the city in recent years. Even though this is a regional urban growth boundary expansion decision using regional analysis, place matters in this consideration. Sherwood has demonstrated that they are a place where people want to both work and live.

We also encourage Metro Council to strongly consider selecting the high growth rate for both population and employment. The selected growth rates guide regional policy and funding decisions around housing, employment land and supporting infrastructure. Choosing low growth rates could artificially constrain our ability to plan for or make decisions to support the development of badly needed housing of all types, or further constrain opportunities to grow our region's traded-sector employment, which provides living wage jobs for thousands of our community members.

Board of County Commissioners
[redacted], Hillsboro, OR 97124-3072
[redacted]

Thank you for your consideration. We look forward to continued partnership with Metro in planning to accommodate future growth to keep our region a thriving and great place to live.

Sincerely,



Chair Kathryn Harrington
On behalf of Washington County Board of Commissioners

Cc: Board of County Commissioners
Sherwood City Council
Stephen Roberts, Director of Land Use & Transportation, Washington County
Catherine Ciarlo, Director of Planning, Development and Research, Metro

Board of County Commissioners
[redacted] Hillsboro, OR 97124-3072
[redacted]

Miriam Hanes

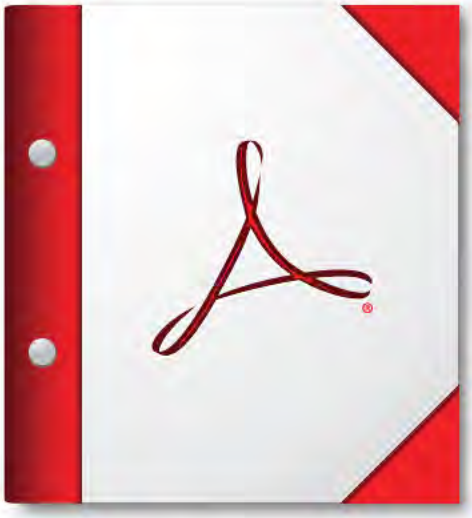
From: Erin Wardell <[redacted]>
Sent: Thursday, August 22, 2024 2:50 PM
To: Metro 2040; Eryn Kehe; Ted Reid
Cc: Ken Rencher; Jessica Pelz; Theresa Cherniak
Subject: [External sender]Washington County comments on draft UGR
Attachments: Washington County Draft 2024 UGR Comment Memo.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hi Eryn and Ted,
Please see attached Washington County's technical staff comments on the draft UGR. We appreciate the opportunity to comment, and the work both of you have put into this year's report.

Erin Wardell, AICP | Assistant Director
Washington County Department of Land Use & Transportation
[redacted] | Hillsboro, OR 97124
[redacted]

INFO: Washington County email address has changed from @co.washington.or.us to @washingtoncountyor.gov. Please update my contact information.



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003838

Miriam Hanes

From: Glen Hamburg
Sent: Monday, August 12, 2024 9:18 AM
To: Miriam Hanes
Subject: FW: [External sender]Restricted housing in Urban Growth Boundary

From: Doris Wehler <[redacted]>
Sent: Friday, August 9, 2024 5:40 PM
To: Metro 2040 <[redacted]>
Subject: [External sender]Restricted housing in Urban Growth Boundary

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

When analyzing the expansion of the Portland UGB, you propose to maintain such a tight land supply that single family homes would only account for 23% of new housing. The rest of the units would be apartments of other forms of high-density living.

I believe 75% of people aspire to live in single family homes. Therefore, I am adamantly opposed to limiting single family homes to anything under 50%.

I am in favor of Sherwood's application to expand their UGB and sincerely hope they will be able to do so without this ugly single family home restriction.

Doris Wehler
[redacted]
Wilsonville, Or 97070
[redacted]

Miriam Hanes

From: Eric Rutledge <[redacted]>
Sent: Friday, July 19, 2024 3:11 PM
To: Miriam Hanes
Cc: Ted Reid; Eryn Kehe
Subject: [External sender]FW: Support of Sherwood West UGB

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hi Miriam,

Some additional testimony in support of the UGB expansion. It looks like Marissa was copied as staff but I wanted to make sure you received it as well.

Thank you,

Eric Rutledge
City of Sherwood
Community Development Director
[redacted]

From: gwen werger [redacted]
Sent: Monday, July 1, 2024 11:49 PM
To: [redacted]
Cc: [redacted] Tim Rosener [redacted]; Eric Rutledge [redacted]; Keith Mays [redacted]
Subject: Support of Sherwood West UGB

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

Dear Gerritt,

My name is Gwen Werger and my parents have owned a 10 acre parcel of land on Elwert Road since 1981. My sisters and I are now managing the trust that holds this property. I am writing in **support of the Urban Growth Boundary expansion request for Sherwood West.**

When my parents first purchased this acreage in 1981, the land west of 99W was mainly farms. Now there are several subdivisions east of Elwert Rd. as well as the newest Elementary School. As of 2021, Sherwood High School, the largest high school in Oregon, as well as a $247 million dollar investment by the community, was built on Haide Rd, which is directly west of Elwert Rd.

The amount of traffic on Elwert Rd resulting from the new High School as well as commuters to Roy Rogers Rd and beyond makes this area much more difficult to operate as farmland. The proposed 1,291 acres to be included into the UGB is now more suitable for additional housing and light industrial than it is farmland.

By including the 1,291 acres of Sherwood West into the UGB, this would provide land for affordable homes as well as parks and green space near the schools. Additional housing will increase the tax base as well as provide increased enrollment for the school district.

Adding Sherwood West into the UGB, will also provide Sherwood with land needed for additional economic opportunities. The city of Sherwood has a plan to expand job growth in the area and with that comes the need for affordable housing.

Sherwood does not want another missed opportunity to be included in the UGB like they had in 2018. Being forced to wait another six years for the opportunity to be included in the Metro UGB would be devastating for this wonderful community.

Thank you for your interest and consideration in this important issue. We are hoping Metro will vote in favor of the Sherwood West expansion request.

Sincerely,

Gwen Werger

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WESTSIDE ECONOMIC ALLIANCE

Marissa Madrigal, COO
Metro
600 NE Grand Avenue
Portland OR 97232

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August 22, 2024

Dear COO Madrigal,

First, I want to thank you for convening the year-long Urban Growth Report Stakeholder table. It created an opportunity to better understand the work done by Metro staff preparing the report, while also hearing from partner organizations about concerns and challenges. While I do think it helped build goodwill among regional partners who often feel frustrated by the process, it did also lay bare some of the places where there may be an opportunity for improvements.

Beyond this Growth Management Decision, Westside Economic Alliance looks forward to continued partnership with Metro Council and staff to identify those opportunities for improving the input, process and subsequent outcomes for our region.

POPULATION & HIGH GROWTH PROJECTIONS

Turning to the 2024 Urban Growth Report, it's important that we begin with the population estimates on which so much of this report rests. The early conclusion is that regional growth is slowing because Oregon's birth rates are among the nation's lowest. Given this data point, the report correctly concludes that net in-migration will be the primary driver of regional population growth. The report goes on to state, "Slowing population growth also mean slower job growth."

What the report fails to state clearly is that if net in-migration will be the primary source of regional population growth then our region's, and our state's, housing and economic future will be overly dependent on smart policy decisions that encourage growth.

It is to that end that Westside Economic Alliance highly encourages COO Madrigal, and subsequently the Metro Council, to adopt high growth population forecasts for our region. It is far better to plan for growth and not see it realized than it is to plan for decline and risk the underproduction of housing and jobs, adding pressure that results in another housing crisis or economic stagnation.

Just as we are seeing an out-migration of a certain segment of our population due to their concerns about public policy choices, we could create in-migration through the adoption of a different set of policy choices.

Adopting the high-growth population forecast will give Metro and the local jurisdictions more flexibility to meet our communities' needs and should be viewed as a prudent public policy decision.

EMPLOYMENT LANDS

According to the Urban Growth Report, Metro staff have forecasted a surplus of Industrial land supply with a current capacity of 5,950 acres and a 20-year projection of a surplus of between 450 and 7,450 acres. However, the report also highlights some of the realities on the ground that act as major detractors to the current capacity estimate: in particular slope and lot size.

Slope

Over the course of the Urban Growth Report roundtable, we heard from developers that Oregon Revised Statute applies the definition for "buildable land" for residential construction to commercial and industrial land. As such, we learned that slopes of up to 25% are considered legally "buildable" for the purposes of all employment land, yet commercial and industrial developers say they will not consider land buildable with more than a 7% slope grade. When challenged on this, staff identified 1,300 acres with a slope greater than 7% that were counted within the buildable land inventory. **We recommend COO Madrigal and the Metro Council amend the Employment Land forecast to reflect this reality**.

Lot Size

An additional concern with the gross figure of 6,000 acres of 'surplus' industrial land is lot size. According to the Urban Growth Report the average lot size is 3.8 acres with a median lot size of 1.7 acres.

According to the data of the currently vacant industrial land, here is the breakdown of available vacant lots by acreage:

- 545 lots are less than 1 acre = 148 acres
- 97 lots are 1-1.99 acres = 142 acres
- 72 lots are 2-2.99 acres = 178 acres
- 49 lots are 3 – 3.99 acres = 167 acres

- 27 lots are 4 – 4.99 acres = 127 acres
- 22 lots are 5 – 5.99 acres = 125 acres
- 10 lots are 6 – 6.99 acres = 63.5 acres
- 13 lots are 7 – 7.99 acres = 96 acres
- 11 lots are 8 – 8.99 acres = 101 acres
- 6 lots are 9 – 9.99 acres = 66 acres
- 22 lots are 10 – 14.99 acres = 271 acres
- 12 lots are 15 – 19.99 acres = 219.5 acres
- 4 lots are 20 – 24.99 acres = 164 acres
- 6 lots are 25 – 29.99 = 107 acres
- 12 lots are 30 acres or more = 594 acres

Given the overabundance of small sites and the fact that the current vacancy rate for industrial land is below 5 percent across the region, the reality is that the vast majority of this acreage could not be used to serve the industrial market.

We recommend that COO Madrigal and the Metro Council direct staff to work with industrial developers to identify a minimum lot size that is realistic for effective industrial development. Any lots below that lot size should be removed from the overall land supply calculation.

As mentioned in the draft Urban Growth Report, the data and analysis of industrial land supply is not the only information that the Council may consider when determining whether there is a need to expand the Urban Growth Boundary. They may also consider whether there is a regional need for industrial sites with specific site characteristics such as larger sized sites.

The Oregon Semiconductor Task Force recommended that in order to be competitive over the next 5-10 growth cycle, the state needed to identify the following development ready sites:

- Two (2) sites of 500+ acres for advanced R&D or production fabrication operations
- Four (4) sites of 50-100 acres for device manufacturers or equipment manufacturers
- Eight (8) sites of 15-35 acres for key suppliers to the ecosystem

And while this site list is a statewide recommendation, we know that industries will often create clusters. Indeed, in EcoNW's report (Appendix 9) they note:

> The Metro Region already has a strong cluster for semiconductors in Hillsboro with Intel's Gordon Moore Park at Ronler Acres Research Campus, which creates 1,000 patents a year. This existing strength in semiconductor manufacturing can position the region to capture other semiconductor activities, and semiconductors are half of the state's annual exports. The semiconductor boom in the 1990s was

precipitated by the state having 2000 acres of industrial land, which led to billions of dollars of investment and doubling the industrial employee count.

To prepare for the next influx of semiconductor activity, the region will need to have a supply of industrial land to support business growth and expansion. The Semiconductor Task Force's Industrial Lands Subcommittee found that the key site characteristics that the semiconductor prefers is a location near other semiconductor businesses and labor, parcels of at least 25 acres, and sites that have infrastructure in place to support development that can begin within 6 months to three years. The subcommittee identified a lack of land that met these criteria.

And, as noted on pages 55-56 of the Urban Growth Report:

[T]he Metro Council established the following policy in the Regional Framework Plan:

'1.4.6 Consistent with policies promoting a compact urban form, ensure that the region maintains a sufficient supply of tracts 50 acres and larger to meet demand by traded-sector industries for large sites and protect those sites from conversion to non-industrial uses.'

Since the 2017 update of the Regional Industrial Site Readiness inventory of large industrial sites, 15 large industrial sites have developed. Six of the sites that developed are over 50 acres in size. There are ten remaining sites over 50 acres inside the UGB. Of those, two sites have marine or airport use restrictions, leaving eight sites over 50 buildable acres inside the UGB that are available to the general industrial market.

And so, the Semiconductor Task Force, the EcoNW Report and Metro's own policy recommends additional land of at least 25 acres with a push to identify 'sufficient supply of tracts 50 acres or larger' to meet the industrial needs of the region. And yet the overwhelming majority of vacant industrial land is LESS THAN 25 acres. There is an imbalance in acreage lot size availability and without a recommendation to discount acreage too small for real industrial development, Metro Council could stagnate the region's ability to leverage generational federal and state investment potential.

SUPERSITING AUTHORITY

Per the passage of Senate Bill 4, Oregon's CHIPs Bill, Governor Kotek maintains super-siting authority through the end of 2024. Should the Governor choose to use this authority, we urge Metro Council to see this as an additive, rather than as a replacement for, an Employment Land expansion in the Growth Management Decision.

We urge Metro to consider the generational investments that may be lost should the Governor provide the extraordinary opportunity of a regional supersite for semiconductors but the region is unable to support that work due to a lack of available mid-size lots needed for a healthy cluster.

CITY OF SHERWOOD EXPANSION PROPOSAL

We enthusiastically and without reservation support the City of Sherwood's request for expansion without any conditions. While Metro may want to make recommendations or provide incentives to encourage certain kinds of growth, we trust the rigorous public engagement process that Sherwood has already conducted and trust that they will continue to engage their community to understand how to grow reasonably and responsibly.

Metro staff made clear during our roundtable convening that Metro is not a zoning organization. To that end, we ask Metro to allow the city to work with their residents in the coming years to decide what makes most sense for their community's needs. It is imperative that policymakers recognize that every jurisdiction in our region has their own unique community needs and that heavy handed policy making to try to make suburban areas mimic urban areas is unreasonable.

We encourage Metro to engage in the process, as other regional partners plan to do, to provide input about best practice and guidance for equitable outcomes. But beyond that, **COO Madrigal and the Metro Council should allow local jurisdictions to grow within their own boundaries in a way that best reflects the community they are working with their residents to create**.

To be clear we ask COO Madrigal, and subsequently the Metro Council to:

- Add 340 net acres of residential land to the UGB as proposed in the Sherwood West Concept Plan as proposed.
- Add 130 net acres of flex industrial land to the UGB as proposed in the Sherwood West Concept Plan as proposed.
- Add 135 net acres of commercial and hospitality land to the UGB as proposed in the Sherwood West Concept Plan as proposed.

CLOSING

Westside Economic Alliance wants to again appreciate the work of Metro staff who prepared this cycle's Urban Growth Report. It is a massive undertaking, and this year another layer of public engagement was added via the Urban Growth Roundtable that took a significant amount of staff time.

To close, Westside Economic Alliance on behalf of our members, ask **COO Madrigal and the Metro Council to lean into a Growth Management Decision that is aspirational**. Throughout the region we are hearing alarm bells going off that our growth in the coming

decades will be reliant on in-migration. In-migration can be super charged through smart policy choices. Job growth can be ramped up through smart policy choices. Land readiness can be increased through smart policy choices and investments.

Adopting a high growth population scenario is the first step to unlocking the potential for smart regional policy and investments that will help our region's employers and local jurisdictions realize economic growth and prosperity.

Thank you for your time and commitment to the growth of our region.

Sincerely,



Elizabeth Mazzara Myers, Executive Director

Cc:

[redacted]

Miriam Hanes

From: Elizabeth Mazzara Myers [redacted]
Sent: Thursday, August 22, 2024 10:50 AM
To: Metro 2040; Marissa Madrigal
Cc: Lynn Peterson; Ashton Simpson; Christine Lewis; Duncan Hwang; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan
Subject: [External sender]WEA | Testimony to COO Madrigal re: 2024 Urban Growth Report
Attachments: Metro UGR 2024_Written Testimony to COO_22Aug2024 (2).pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good morning.

Please accept the attached testimony prepared on behalf of the members of the Westside Economic Alliance.

Thank you.
Elizabeth



Elizabeth Mazzara Myers, **Executive Director**

email: [redacted]
mobile: [redacted]
web: www.WestsideAlliance.org

Miriam Hanes

From: Erik Lukens [redacted]>
Sent: Thursday, July 18, 2024 3:12 PM
To: Metro 2040
Subject: [External sender]attn. Metro Council
Attachments: OBI Sherwood West Letter of Support July 18.pdf

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

Dear Metro Council:

Please see attached letter in support of the Sherwood West Concept Plan as proposed from Angela Wilhelms, president and CEO of OBI.

Erik

Erik Lukens | Communications Director
Oregon Business & Industry
[redacted] | Salem, OR 97301-4030 | www.oregonbusinessindustry.com



OREGON BUSINESS & INDUSTRY | OBI

July 18, 2024

Metro Council
600 NE Grand Ave.
Portland, OR 97232

RE: Support from Oregon Business & Industry for Sherwood West Concept Plan as proposed

Dear Metro Council,

I am writing to express Oregon Business & Industry's strong support for the Sherwood West Concept Plan as proposed. The plan would add badly needed land for housing, industrial and commercial use to Sherwood's urban growth boundary.

Oregon Business & Industry (OBI) is a statewide association representing businesses from a wide variety of industries from all of Oregon's 36 counties. In addition to being the statewide chamber of commerce, OBI is the state affiliate for the National Association of Manufacturers (our Manufacturing Council of Oregon) and the National Retail Federation. Our 1,600+ member companies, more than 80% of which are small businesses, employ more than 250,000 Oregonians. OBI's primary mission is to strengthen the business climate in Oregon.

Oregon relies upon its businesses to provide jobs for Oregonians, tax revenue for government services and many of the other benefits required by vibrant and prosperous communities. Employers need the right conditions to generate jobs and prosperity, however. These conditions include available and affordable land for growth and for housing. Denied adequate land for growth, businesses will invest elsewhere, and the jobs, revenue and other benefits they provide will follow. Unable to find housing they can afford, potential employees will do likewise.

I and my colleagues at OBI talk regularly with our members about impediments to growth and success in Oregon. Almost without exception, they cite a lack of available and ready land for expansion as well as the state's exceptionally high housing costs. The high price of housing in Oregon is in large part a function of the limited availability of buildable land.

The shortage of land routinely costs Oregon jobs and revenue. Earlier this month, the U.S. Department of Energy announced that it would lend Lebanon-based Entek $1.2 billion to finance a factory in Indiana that is expected to generate more than 600 jobs when it opens in 2027. Entek President Kim Medford cited the availability of land in Indiana as one reason for the decision to expand outside of Oregon.

The Sherwood West Concept Plan addresses this widespread problem in the local community. It is the product of a thorough, two-year public process and enjoys the support of the community. I urge you to approve the plan as proposed, which calls for the addition of 340 acres of residential land to the UGB as well as 130 acres of flex industrial land and 135 acres of commercial and hospitality land. The Sherwood community has not been consulted about the proposed conditions of approval, and pursuing them could well erode public support.

The Sherwood West Concept Plan as proposed enjoys the support of the community and Sherwood City Council. It would add badly needed industrial and residential land and, by doing so, improve Oregon's competitiveness. I urge you to adopt it as proposed.

Thank you for the opportunity to comment.

Sincerely,



Angela Wilhelms
President and CEO
Oregon Business & Industry
[redacted]

From: [redacted]
To: [redacted]
Subject: [External sender]UGB expansion
Date: Wednesday, June 28, 2023 7:04:50 PM

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

Please do not expand the UGB anymore. I'm in Wilsonville watching with disappointment the big single family homes being built in Frog Pond West. These homes are not only unaffordable, they're not the high density we need to stop sprawl and address the climate impacts of our communities.

In Wilsonville, we have an empty large parcel, right downtown, that is ripe for high density redevelopment. Much of the city is low rise strip commercial development. We need to remove barriers and create incentives to foster affordable, high density, vibrant mixed use developments within our cities, not to expand the UGB.

Please hold the line.

Respectfully,

Dave W
Wilsonville, OR

Miriam Hanes

From: Kathy Gadinas <[redacted]>
Sent: Monday, August 26, 2024 8:20 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]OPPOSE Sherwood expansion of UGB

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

This household is very much opposed to expanding the Urban Growth Boundary in Sherwood.

According to the Metro's research, there is plenty of industrial land inside the existing UGB for another 20 years. We also have enough vacant land to accommodate new housing and jobs for years if it is planned and developed carefully.

We really enjoy living in Sherwood. It's a beautiful community and would hate to see all the agriculture disappear when it's not necessary.

Please don't expand the UGB.

Thank you.

Kathy Gadinas

August 21, 2024

Lynn Peterson, Chair
Members of the Metro Council
Metro
600 NE Grand Ave.
Portland, OR 97232

Dear Chair Peterson and Members of the Metro Council,

The Sherwood Chamber of Commerce is a vibrant and active organization representing businesses in and around Sherwood with the primary goal of building a strong community. In that light, the Chamber especially appreciates the City of Sherwood's effort to create new business opportunities such as we currently see in the Tonquin Employment Area while also working to expand choices for people to live in Sherwood.

This same foresight is on display with the submittal to Metro of the Sherwood West concept plan, importantly funded in partnership with Metro. The thorough two-year planning process for both the Citizens Advisory Committee (CAC) and the Technical Advisory Committee (TAC) – which Metro representatives where a critical part of - has produced a concept plan that will realize a vision for housing and employment lands embraced by so many during this project.

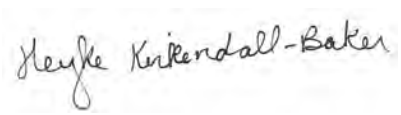
We commend the work of CAC and TAC for creatively weaving the residential and business needs of current and future Sherwood residents into a unique plan that is created by and for our community. The 200-250 acres of potential employment lands contained in the plan makes a strong statement that the future viability of our community depends on a healthy mix of land uses that will encourage more businesses to locate in our great city while creating desirable communities for people employed by these new businesses to work and live in the city.

The Sherwood Chamber of Commerce supports the City's application and Metro's favorable consideration and adoption of the Sherwood West concept plan, moving forward with an Urban Growth Boundary (UGB) expansion. We appreciate the Metro Council partnering to help make Sherwood the best it can be for many years to come.

Sincerely,

Sherwood Chamber of Commerce

By: Heyke Kirkendall-Baker, President of the Board



Miriam Hanes

From: Sherwood Chamber <[redacted]>
Sent: Tuesday, September 3, 2024 2:23 PM
To: Metro 2040
Cc: Chamber President
Subject: [External sender]Sherwood Chamber of Commerce - Letter of Support
Attachments: Letter of Support - Metro Council.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good afternoon: Please find attached a letter of support for the City of Sherwood expansion project. Thank you. Heyke

--
Sherwood Chamber of Commerce
Office: [redacted]
Web: https://sherwoodchamber.org/

NAIOP
COMMERCIAL REAL ESTATE DEVELOPMENT ASSOCIATION
OREGON CHAPTER

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Executive Director
Geoff Horning

August 22, 2024

The Hon. Lynn Peterson, President
Metro Council
600 NE Grand Avenue
Portland, OR

RE: 2024 Urban Growth Report

Dear President Peterson and Councilors:

NAIOP, the Commercial Real Estate Development Association, is one of the leading organizations for developers, investors, owners & operators, brokers, and related professionals in office, industrial and mixed-use real estate throughout the United States, Canada, and Mexico. The Oregon Chapter's members represent a broad and diverse range of companies involved with commercial real estate activities in the Portland metropolitan area, including developers, owners, brokers, and managers, along with other professionals providing legal, finance, title, engineering, architectural, construction, and other services.

Thank you for the opportunity to comment on the draft 2024 Urban Growth Report which is a crucial element in planning for the future of commercial development in the region. Our testimony will focus on two areas:

- Strong support for the boundary expansion proposed by the City of Sherwood which includes our unequivocal endorsement of the findings and conclusions presented by EcoNorthwest in its *Sherwood West UGB Assessment* document found in Appendix 9;
- Concerns with the UGR's estimates of supply and capacity of industrial land

I. Support for Sherwood West UGB Expansion Proposal/Endorsement of EcoNorthwest Findings and Conclusions

NAIOP Oregon member representatives have been involved in Sherwood's planning process for the Sherwood West area for more than two years, and we very much appreciate the extensive time and effort the City has devoted to careful development of a plan that will provide much needed additional land for employment and housing. The Sherwood West Concept Plan includes land for housing, schools and civic facilities, park space, and 265 net acres for employment uses that would support about 4,500 new jobs. We strongly endorse the findings of ECONorthwest that this area has regionally

unique characteristics that would be very attractive to industrial development, including 40-to-50-acre parcels, minimal site aggregation, slopes under 5 percent, and access to Interstate 5.

Our industrial market members have long been well aware of ECONorthwest's finding that, unlike in the office and retail markets, vacancy rates for the industrial sector in the region are below 5%. This is an extremely low number and, with continuing strong demand for this type of space, has spurred a more than 20% increase in industrial rents over the last five years. These two trend lines are even more pronounced within Washington County, where the vacancy rate dipped to 2.5% in 2023 and rents increased 23%.

As ECONorthwest found, "A diverse regional market supply of sites is essential to maintaining an equilibrium in market pricing and to supporting a broad range of industries." Without such a supply, the Portland metropolitan region will be unable to compete with other national markets and will be passed over by employers looking for new locations and expansion opportunities.

The Sherwood West area fulfills this need quite well with its unique set of features as listed above by the ECONorthwest analysis. Also, it should be noted that Sherwood West is within an acknowledged Urban Reserve that was designated 14 years ago after an intensive public process to identify and compare parcels most suitable for UGB expansion and future urbanization. Expansion of the UGB to include Sherwood West is a logical and appropriate next step to ensure that the region is able to satisfy regional industrial land needs for the next twenty years.

II. Concerns with the UGR's estimates of supply and capacity of industrial land

A. Slopes and Parcel Size. According to the UGR, there are currently 5,950 acres of buildable industrial land within the region. This number, however, seriously overstates the realistic development potential for these lands since it includes properties with slopes of up to 25%, which is much steeper than is acceptable for industrial uses (the 25% slope standard is derived from Oregon Administrative Rules specifically pertaining only to residential land). A more accurate approach would be to use the acreage for "unconstrained" parcels shown on Table 5 of Appendix 6 which deducts those areas where 10% or less of the taxlot is up to a 7% slope. This amounts to 2,839 acres, but is also problematic since the average parcel size is 1.05 acres, much smaller than is typically seen for industrial development.

According to data from CoStar, since 2018 there have been 137 industrial buildings constructed within the UGB and Clark County. As shown in the table below, those 137 buildings had 21,834,448 total square-feet of net rentable area, with a total land area of 1,678 acres.

New Industrial Construction 2018-24 Within Portland UGB and Clark County, Washington	
Total Building Net Rentable Area	21,834,448 sq. ft.
Total Land Area	1,678 acres
Average Building Size	159,376 sq. ft.
Median Building Size	105,986 sq. ft.
Average Land Area	12.25 acres
Median Land Area	8.44 acres

As can be seen from these numbers, the average and median land area size of 12.25 and 8.44 acres for industrial developments over the last six years is far larger than the 1.05 acre average lot size seen in Table 5 of Appendix 6 in the UGR. This disparity is further reinforced by data presented in ECONorthwest's Sherwood West UGB Assessment (Appendix 9 of the UGR) regarding the size of industrial buildings constructed. According to the report, "Between 2019 and 2023, 7 million square feet of industrial buildings (sized 100,000 square feet or larger) were developed in the region across 33 buildings. This indicates that 39 percent of the industrial buildings built between 2019 and 2023 equal or are greater to 100,000 square feet, which shows the trend towards new industrial companies needing larger spaces."[1]

We would urge the Council to direct staff to develop recommendations for further reductions in projected industrial land capacity after taking into consideration the steep slopes and the extremely small average taxlot size of the buildable industrial acreage.

B. Projected Infill Industrial Development. A further problem with the 5,950-acre total amount of buildable industrial land is that 3,252 acres (55%) are projected to come from infill development of sites that are already considered developed. Only 2,574 acres (43%) are actual vacant, undeveloped sites. The infill projection is very aggressive for such remnant parcels and begs the question of what the historical rate of industrial infill has been.

We urge the Council to direct staff to produce this information so that it can be compared with projections for the future.

Thank you for the opportunity to comment on the Urban Growth Report and we appreciate the outreach efforts of your staff to brief in responding to our questions. Please let us know if we can provide any additional information.

Sincerely,

Kelly Ross
Public Affairs Consultant

[1] *Sherwood West UGB Assessment*, ECONorthwest, Urban Growth Report Appendix 9, page 8.

Miriam Hanes

From: [redacted]
Sent: Wednesday, September 4, 2024 1:27 PM
To: Metro 2040
Subject: [External sender]NAIOP Testimony re UGR
Attachments: NAIOP Letter to Metro re 2024 UGR.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Please find attached NAIOP's testimony regarding the 2024 UGR.

NAIOP
COMMERCIAL REAL ESTATE DEVELOPMENT ASSOCIATION
OREGON CHAPTER

Kelly Ross, Public Affairs Consultant
[redacted]

2024

Youth Cohort Report



Urban Growth Boundary

NEXT UP

003860

NEXT UP



Our Mission

Next Up amplifies the **voice and leadership of diverse young people** to achieve a more just and equitable Oregon.

The impact of our work in Oregon

We create opportunities for young people ages 13-35, centering Black, Indigenous, youth of color and intersectional youth, to build their individual and collective power. Since 2002, our work has scaffolded a wave of young people who are leading the charge to dismantle oppressive systems and institutions so that our communities can thrive.

Impact Snapshot

1,000+

alumni of our youth leadership cohorts

7

unique leadership and internship programs

40%

Oregon youth voter turnout in 2022, compared to 27% nationwide



Background

Over the course of 2023 and 2024, Next Up and Metro engaged 15 young people in a decision-making process around expanding the urban growth boundary (UGB). Since youth are one of the groups most impacted by long-range planning decisions this was an opportunity to incorporate their unique perspectives, reflections, and recommendations for the UGB.

Program Goals

Educating

Educate youth leaders through a variety of topics included in the Urban Growth Management decision-making process.

Consulting

Incorporate youth voices and lived experiences in long-range planning decisions.

Building

Build ongoing relationships with participants, supporting leadership opportunities, and meaningful connections with Metro.

Who Took Part

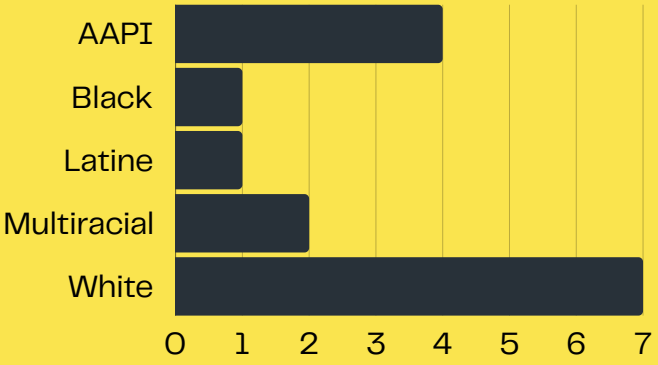
15 Participants

8 Meetings Held

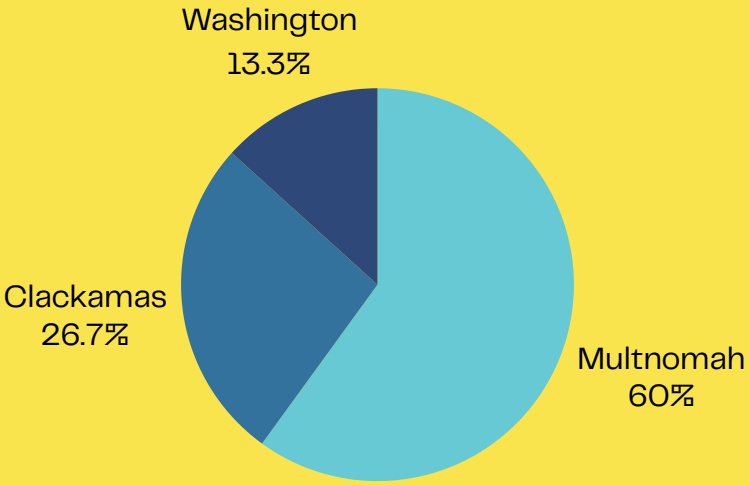
16 Median Age

18 Average Age

Race and Ethnicity



County



Recruitment

To ensure that the cohort reflected the communities within Metro's constituency we reached out to our connections in Multnomah, Washington, and Clackamas County. Over the last three years, Next Up has been a part of Metro's Civic Engagement grant which allowed us to deepen our youth civic engagement in Clackamas County. Recruiting involved reaching out to the very engaged members from previous Next Up action groups to ask them to join. That included board members, past cohort members, past volunteers, and community members. In total, we had 27 applicants for the 15-person cohort. Our youth cohort is made up of young people from 7 cities across the Metro Region including Beaverton, Tigard, Gladstone, Gresham, Milwaukie and West Linn.

Meeting Summaries

September 19, 2023

Background on Metro, urban growth management, urban growth report requirements, and decision making structure

November 2, 2023

Review group goals, statewide planning history, role and purpose of zoning, group concept plans for Sherwood West

December 5, 2023

Guest speaker Glen with Metro, concept planning process and complexities, and boundary expansion requirements.

February 12, 2024

Guest speakers Andrea and Valeria with Metro, the housing crisis overview, Metro's role in regional housing funding and production, and begin to establish group values and priorities.

April 4, 2024

Guest speakers Eric and Joy with City of Sherwood, revisit and compare cohort concept plans with the Sherwood West concept plan, and learn about Sherwood's decision making process.

May 7, 2024

Guest speakers Eryn and Ted with Metro, overview of urban growth report analyses, introduction to the COO recommendation and conditions of approval, group activity about capacity and demand

June 15, 2024

Group field trip to Tigard to learn about the River Terrace development from Senior Planner Schuyler Warren. The group learned about the most recent expansion to the UGB and the process from concept plan to implementation.

July 18, 2024

Reviewed key takeaways of the UGB report, discussed Sherwood expansion proposal, provided ideas for Metro Council, discussed opportunities for testimony, and completed the feedback survey.



FIELD TRIP

Tigard River Expansion

To better understand the proposal and possible implementation of the Sherwood West Proposal, the youth cohort went out to visit the Tigard River Expansion.

During the trip they met with Tigard Senior Planner Schuyler Warren to learn about the Tigard River Terrace UGB expansion. They also heard about the expansion proposal process and the factors involved in creating a concept plan. Finally, the group saw current development in action and visited the edge of the Urban Growth Boundary to see the difference between urban and rural reserves. Topics explored during the field trip prompted the group to reflect on what they would like to see in the Sherwood West expansion area, based on hearing and seeing some of the outcomes of a past expansion area.

Cohort Questions

Why are commercial spaces not placed in neighborhoods but on major streets?

How do we encourage walkable neighborhood development (with access to schools, shops, and parks) within all neighborhoods of Sherwood West?

How are critical nature areas (ex. wildlife reserves) protected during a UGB expansion?

What transportation systems will be put in place in Sherwood West and what type of topographical structures are already in place that would help with stormwater systems?

Participant Reflections

After visiting the Tigard River Expansion, cohort members shared their reflections with us.

"There is a big lack in housing accessibility [in the Tigard River Expansion]. Everything is expensive [and] definitely contributes to the wealth divide and separation. There were multiple spots with a lot of beautiful nature. Seeing that highlighted the importance of preserving and incorporating nature into the expansion."

"Many of the challenges facing communities and democracies today stem from planning decisions; in expansion that does not address limited economic diversity, neighborhoods become economically stratified, which is a detriment to cities. This is a new idea that I reflected on today, and I think it is something Sherwood should consider and plan around before expanding."

"One value I'm really glad is represented is the need for higher density middle housing to support more affordable housing and a more diverse city population. I wish that they considered planting more native plants and trees in the area they are expanding into."





Youth Driven Recommendations

The UGB Youth Cohort considered the questions, “What should Metro Council consider when making a decision about the urban growth boundary?” and “What are the top values that should guide the UGB process?” to make their recommendations. They created four themes to explore these questions further:

01 / Equity and Meaningful Community Engagement

02 / Livability and Access

03 / Sustainability, Environmental Preservation, and Climate Justice

04 / Housing Affordability

Recommendations for Equity and Meaningful Community Engagement



01

Present perspectives that are not always heard

02

Understand how areas surrounding the proposed expansion and people living there may be affected

03

Center racial equity when considering new housing and jobs

04

Local participation and education

05

Listen to young people – they know more about youth life, priorities, and their challenges

06

Support low income and BIPOC communities

Reflections on Equity and Meaningful Community Engagement



As the youth cohort learned about the urban growth management decision, a primary theme in their feedback was ensuring that the process centered equity and meaningful community engagement. Many participants wanted the Metro Council to make sure that they were hearing a broad variety of perspectives, especially those that are not always heard in this process.

Sherwood West

When learning about the Sherwood West proposal the cohort considered how people living in surrounding areas may be affected. They emphasized that the plan must focus on racial equity impacts when discussing access to future homes and job opportunities. Additionally, the cohort emphasized the importance of local participation and education in community engagement processes. They shared that special focus should be given to young people when looking for feedback, as they are the generation that will be most impacted in the future by plans that are made today.

Recommendations for Livability and Access



01

Prioritize walkability, public transit access, jobs with livable wages, and community spaces by including coffee shops, grocery stores, mixed use development inside expansion areas to minimize car dependency

02

Livability and access in UGB development must include coffee shops, grocery stores, mixed use development inside expansion areas to minimize car dependency, easy connections to nutritious foods, and amenities and diverse multiuse community spaces

03

Planning should encourage residents to walk, not solely rely on driving

04

Residential development should have pockets of commercial so that people can meet their needs close to home without driving

05

Plan for accessibility for the disabled community

Reflections on Livability and Access



Walkable Communities

Another recurring theme throughout the youth cohort meetings was the importance of building communities with access to opportunities and a variety of community spaces, especially for access that was not car-dependent. New neighborhoods should include spaces for everyone and people should be able to meet their needs without having to rely on a car. Cohort participants emphasized priorities of walkability, public transit access, and accessibility in connections through new neighborhoods. Accessibility also means opportunity – jobs with livable wages, and opportunity to meet needs like buying nutritious foods and gathering with other community members.

Recommendations for Sustainability, Environmental Preservation, and Climate Justice

01

Fight climate change

02

Incentivize developments that provide for housing, food, and water needs while encouraging biodiversity

03

Healthy and equitable tree canopy

04

Avoid the creation of urban heat islands

Recommendations for Sustainability, Environmental Preservation, and Climate Justice



A Top Priority for Metro

As the cohort discussed planning for new homes and jobs in the region, members felt that sustainability, environmental preservation, and climate justice must be a top priority for Metro Council. The group wanted to see natural resource preservation in any proposed expansion area and cautioned against creating urban heat islands. Some members of the group spoke of the importance of a healthy tree canopy and planting native species that are more resilient to the changing climate. Overall, the cohort emphasized that Metro should strike a balance between new housing developments and jobs while protecting the natural environment and biodiversity.

Recommendations for Housing Sustainability

01

Housing for All



02

Support for high density and mid density housing in order to provide more options for people, while making the most sustainable use of the land

03

Question: What is the developer's mission when it comes to building homes?

04

Question: Will the expansion help with the housing crisis?

003874

Reflections on Housing Affordability



A Guiding Principle

The youth cohort learned about the statewide housing crisis and the role that local and regional government played. After hearing about how our government addresses housing needs, they strongly emphasized that housing affordability must be a priority guiding the UGB process. Cohort members wanted to see plans that included housing options that would work for many different people – including options for different housing types and price points. The expansion plan must be demonstrably proven to address the housing crisis, and if there is any expansion, it should be used to provide the most affordable housing options to the most amount of people.

Final Recommendations for the Urban Growth Boundary

To reach consensus on final recommendations the cohort evaluated categories based on a scale from “nice to have” to “must have.” Each member picked their top 3 categories and provided additional details. What emerged as the top 4 categories were: affordable housing, equitable access, car-free transportation options, and green infrastructure.

Car Free Transportation

- Accessible, walkable infrastructure
- Safe crossings
- Keeping disability community in mind – build it right the first time
- Bus access as development expands – needed to connect commercial and residential areas – with consistent service
- Transit-supportive densities

Equitable Access to Jobs, Neighborhood Amenities, Recreation, and Housing

Must be able to access businesses and community spaces near homes

Green Infrastructure

Such as street trees, stormwater facilities, and native plants to prevent urban heat islands

- Durable infrastructure – long term cost savings
- Relationship building with Indigenous communities
- Wildlife crossings - awareness of disruption to nature
- Steward and preserve natural resources and features to be used as green infrastructure (rather than artificially replaced)
- Natural areas are common spaces and community gathering places

Affordable Housing

- Housing to match available jobs
- Public money investment
- Access to transit

Closing Reflections



A robust conversation about potential conditions of approval prompted participants to think about what topic areas mattered most to them and provide additional detail about how they would like to see the conditions implemented. Some of these topics may be folded into the COO recommendation and topic areas with more specific details may be more suited for discussion during the comprehensive planning process.

"Protecting people, the planet, and our shared ecosystems is essential to equitable futures. [Regional Planning] makes sure there is enough housing without messing up the environment...and encourages denser development."

Participant



Closing Reflections

The following reflections were collected in July 2024 through a final feedback survey about participants experiences throughout the cohort.



Reflection on Group Goals

"I am familiar with Urban Studies, Urban Planning, Economics, Government, and Policy... but I had no idea what the process of expanding (or halting the expansion of) the Urban Growth Boundary."

"I came wanting to better understand the urban growth boundary decision process and now I do."

"I'm happy to have shared my perspective and experiences with Sherwood planners, Metro, and other important voices in the Sherwood West expansion."

"What suprised me about this process what how difficult it was to navigate affordable housing and equity in the planning process. I knew that there were a lot of behind the scenes poitics happening that makes it difficult but I didn't realize that more than politics, its also the past history of having lots of single family homes taking up a bunch of space and the need to consider areas for jobs and parks and libraries that go around housing. Also, it seemed unrealistic to go high density housing everywhere and having developers agree to high density very low density. It also suprised me about how understandable the process was... I thought I would get completely lost because other older youth in the group seemed to have a background in environment and regional planning, so it was nice to be able to absorb the content and participate with the group."

"I like how the UGB process works. I hope our voices actually have the power to influence the final outcome of the Sherwood West expansion."



Reflections on Cohort Logistics

Overall, participants appreciated how the meetings were planned, materials provided, and pacing of the cohort. Specifically, they enjoyed the field trips, presentations, and guest speakers who gave additional insight into the different aspects of urban planning. Some suggestions for the future included a summarized set of notes at the end of meetings, more interactive opportunities during the meetings, and less time between each meeting. A majority of participants remarked that the length of the cohort was ideal, with one participant sharing that it, "allows [the cohort] to connect and have more time to absorb the information." Those that gave feedback unanimously shared that they are walking away from this experience learning or achieving what they hoped when they first joined.

Percent of Participants Who Shared We Accomplished or Exceeded the Goal

87%

Understanding Metro's role in regional governance

87%

Understanding regional land use history and urban growth management

100%

Understanding the analyses within the urban growth report

75%

Established group values regarding regional growth

"Regional governance enables collaboration... between cities to solve today's pressing issues, whilst building capacity to reimagine tomorrow together."

Participant

Next Steps

All participants shared an interest in providing either written or in-person testimony to the decision-making bodies at upcoming public hearings.

Giving Public Testimony

Public hearing on an ordinance: The public can offer testimony before any legislative action by the council. You can join council meetings in person on Thursdays at the Metro Regional Center at 10:30 AM, or join online via Zoom.

Public hearing on a resolution: Council resolutions are not required to have public hearings, but public testimony may be accepted at the discretion of the council president.

General meeting: Every council meeting includes an agenda item called "public communications" where you can provide testimony on topics that are not on the agenda.

How to Submit Testimony: You may submit testimony to Metro Council online at any time. To be included in the record for a public hearing or meeting, testimony must be received before the start of the meeting. Written testimony received by noon on the day of a meeting will be shared with the Metro Council in advance.

Timeline for Decision Making

July 9, 2024: Public comment period on the draft UGR begins
July 18, 2024: Final youth cohort meeting
August 22, 2024: Public comment survey on draft UGR closes
August 26, 2024: Release COO recommendation
September 5, 2024: Council work session on COO recommendations and public comment themes; full public comment summary provided at Council meeting
*__September 11, 2024:__ MPAC discussion of COO recommendation and recommendations to Council; request any final MTAC advice
*__September 25, 2024:__ MPAC recommendation to Council
*__September 26, 2024:__ Council holds public hearing on COO recommendations
October 1, 2024: Council provides direction to staff at work session
November 21, 2024: Council first reading of ordinance; public hearing
December 5, 2024: Council second reading of ordinance; decision

* Opportunity to provide public testimony (in-person, virtual, or written) at this meeting

Appendix
Notes from UGB Cohort

Notes from Meeting #4 (2/12/24)

“What should Metro Council consider when making a decision about the urban growth boundary?”

- Presenting perspectives that are not always heard (youth, BIPOC, etc) and center issues such as racism, climate change, houselessness and their interaction with housing
- Affordable housing and public transit access
- Has potential upzoning been considered in measuring developable lands?
- Fighting climate change
- Housing everyone
- Equity and how surrounding areas may be affected
- Affordable housing should be considered and mapped
- Community spaces
- High density and mid-density housing
- Racial equity when it comes to housing and work/jobs
- Jobs in the area that can provide livable wages
- Who are the developers/their mission when it comes to building homes
- Hearing what everyone says and mostly gathering what everyone had mostly think around
- Metro Council – we as a youth cohort know more on the youth life, priorities, and how schools takes effect on distance to school, library, home, etc
- Local participation and education
- How much does Metro collaborate with other national metro areas and local communities to build more security and solidarity?
- How can Metro incentivize co-op developments that provide for housing, food, and water needs while encouraging biodiversity?
- A priority I'm hearing and seeing the importance is racial equality – I think that's always important to keep at the forefront and consider as the UGB/housing develops
- Will this expansion help with the housing crisis?

Appendix
Notes from UGB Cohort

Notes from Meeting #5 (4/4/24)

- Community spaces! They benefit the community – so of course that's super important. But with that, I think that mixed use spaces sprinkled throughout all areas is good, maybe ensure that's around regular neighborhoods
- I don't see the current plan building enough affordable housing types
- How to promote diversity among the people that move there (racial and ethnic diversity)
- I really hope they find a way to include coffee shops, grocery stores, and mixed use development inside low density zones
- Requiring medium density
- Connections to nutritious foods and amenities/community spaces
- Planning should encourage residents to walk, not drive
- Residential (especially low density) should have pockets of commercial so that people can meet their needs close to home without driving (15 minute cities)
- Healthy and equitable tree canopy
- Accessibility and disability community
- Reducing new parking infrastructure
- Not creating urban heat islands
- Supporting low income and BIPOC communities
- Walkable, livable spaces for growing communities
- Housing for new people moving into Sherwood in coming decades and more employment

Appendix
Notes from UGB Cohort

Notes from Meeting #6 (5/7/24)

The top values that should guide the UGB process are:

- Affordability
- Walkability
- Building communities
- Equity
- Sustainability
- Future resilience
- Consciousness of environmental impact
- Needs of communities
- Awareness of context and complexity
- Racial and climate equity
- Environmental and economic sustainability
- Community engagement and PAR across a wide variety of interests
- Equity, affordability, environmental preservation, increasing density
- Equity, climate justice, affordable housing

Regional planning is important to me because:

- Collaboration and mutual trust is important to reimagine tomorrow together!
- Regional governance enables collaboration and mutual aid between cities to solve today's pressing issues, whilst building capacity to reimagine tomorrow together
- Protecting people, the planet, and our shared ecosystems is essential to equitable futures
- It directly impacts the health and potential of communities and environments today and into the future
- Because it addresses important issues through large (?) engagement. Through regional planning cities needs are better addresses and understood
- Because it makes sure there is enough housing without messing up the environment too bad and encourages denser development
- Because I want there to be sustainable and affordable housing options for upcoming generations
- Because I want everyone to live in a walkable community

Appendix
Notes from UGB Cohort

Notes from Field Trip Meeting #7
Tigard River Terrace Expansion
(6/15/24)

What's one exciting thing you've seen or learned about the Tigard River Terrace Expansion?

- Seeing a hawk and a deer at the intersection of SW Beef Bend and SW 150th at the corner of River Terrace 2.0 and Kingston Terrace, it was exciting to see an example of the boundary between urban and rural. Standing between the urban growth boundary – half inside and half outside – was also an interesting experience of what the UGB actually means on this field trip. From these experiences, I thought more about trees, wildlife, environment, and the ways our interests coexist.
- Getting to know and understand more about the history is really fascinating. But the environment is what really caught me and the know the problem that UGB is trying to solve.
- River Terrace 1.0 is very expensive, this is one of the many reasons River Terrace 2.0 is appearing to solve many issues such as economic difference.
- There were multiple spots with a lot of beautiful nature. That highlighted the importance of preserving and incorporating nature into the expansion
- There is ambition to build high-density, transit-rich neighborhoods!
- Seeing plants and wildlife flourishing still despite development hearing about Tigard's history like why Bull Mountain isn't a part of the city and the land swap.

What's one value represented in the Tigard expansion? What's missing?

- Represented: commitment to more housing
- Missing: (to an extent) collaboration and coexistence of multiple priorities
- The friendly environment really stands out to me and is really represented. But I feel like the economic status differential is something that is missing like the Art Rutkin elementary is in the middle of 1.0 and 2.0 River Terrace, but Tigard has a long history, like normal housing, the higher elevation, usually have more expensive houses. So Tigard is missing some of the differences, jobs, etc.

- There's a big lack in housing accessibility here, everything is expensive, definitely contributes to the wealth divide/separation. But they seem to be good on some nature incorporation (better than a lot of other areas), that storm draining spot was a whole habitat!
- Access to green space is present.
- Affordability and equitability is missing
- One value I'm really glad is represented is the need for higher density middle housing to support more affordable housing and a more diverse city population. I wish that they considered planting more native plants and trees in the areas they are expanding into. I understand that plants from other areas look nicer and more attractive but I think it's important to give priority and space to plants that are supposed to be there and have been in Oregon.

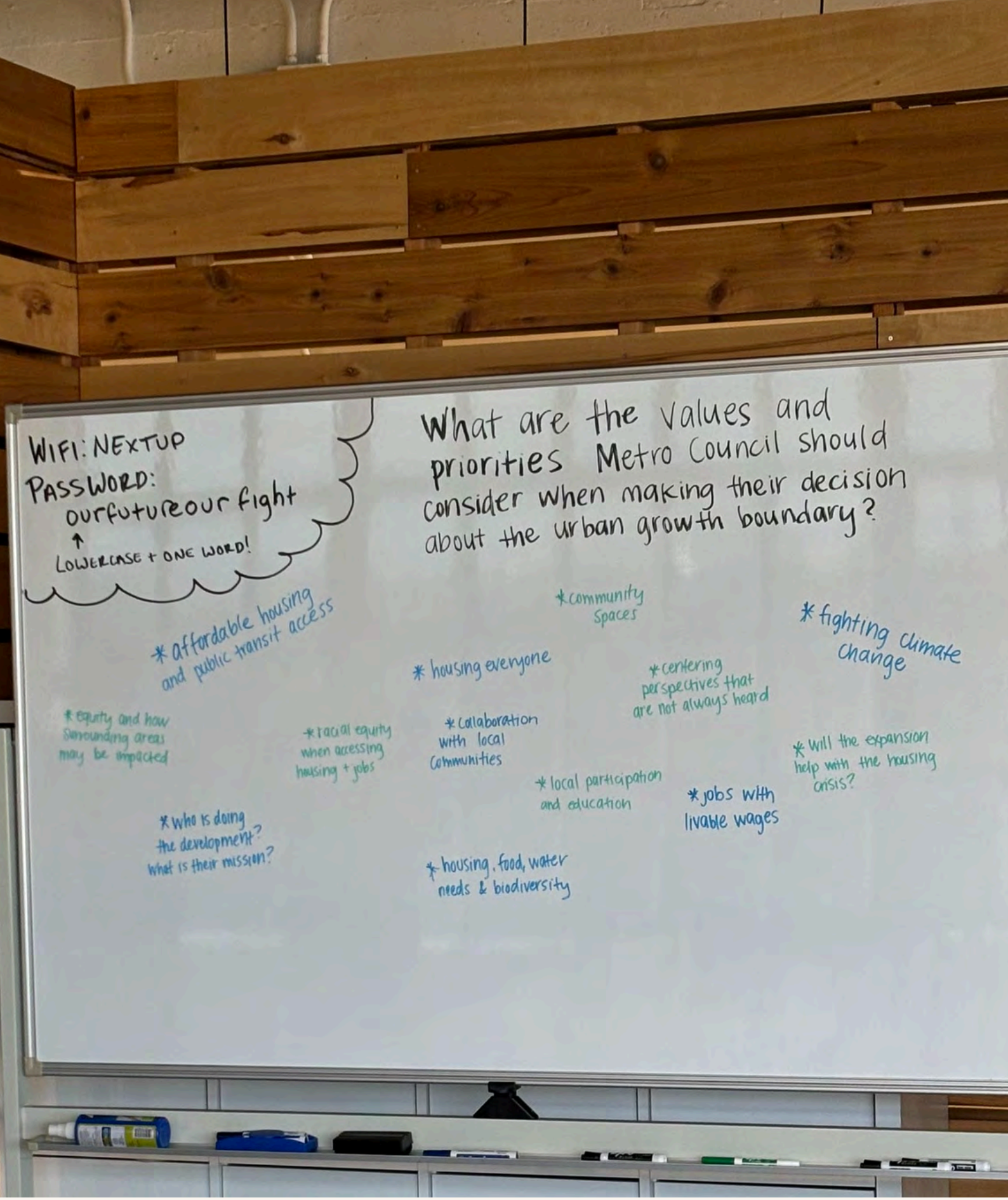
What's one thing you learned today that connects to the conversations we've been having around the Sherwood Expansion?

- Many of the challenges facing communities and democracies today stem from planning decisions; in the expansions that do not address limited economic diversity, neighborhoods become economically stratified, which is very detrimental to cities. This is a new idea that I reflected on today, and I think it is something Sherwood should consider and plan around expanding.
- Mainly how to efficiently use the boundaries, housing displacements, and how to manage the place is really similar to Sherwood expansion.
- Another connection that I've made is the transits that can be really important to save fuel, keep green transportation is pretty key.
- The importance of middle house. [Schuyler Warren] talked about Tigard's push for it, and variety in housing types is something we've talked a lot about and wanted.
- I've seen varying housing types being built and planned
- Just how important having water drainage systems are to having a successful expansion and development. I also have learned more about how nuanced housing decisions are during expansions and how we have to consider both developer perspectives and regional need.

What are questions you have?

- How similar or different will Sherwood's expansion ultimately be compared to Tigard's? What is similar or different about their communities?

- How does adding more housing affect its affordability and will it be enough to make communities more livable?
- Why are most decisions centered around the margins? Just in general, are there ways to rethink or reconsider ways existing communities are planned and structured to address some of the issues the UGB expansion is trying to address? (like the coordination between them, especially after learning about the long lead time with new developments
- I'm curious generally about the developer perspective and priorities. What are the main clashes?
- I wonder more about the plants, [Schuyler Warren] talked about bringing in non-native plants, but only really highlighted the aesthetic pros. Does that pose a threat to native plants thought? What is the potential harm?
- Why are commercial spaces not placed in neighborhoods but on major streets?
- How do we encourage walkable neighborhood development (with access to schools, shops, and parks) within all neighborhoods of Sherwood West?
- How are critical natural areas (ex. wildlife reserves) protected during a UGB expansion?
- What type of natural wetlands and other topographical structures are already in place that would help with stormwater systems? Is it similar to Tigard's situation?
- What transportation systems will be put in place in Sherwood West?
- How long do you think it will be before development actually starts happening in Sherwood West?



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Materials following this page were distributed at the meeting.

Urban growth management: COO/Staff Recommendations

Council public hearing
September 26, 2024

Engagement

Metro advisory committees: MTAC, MPAC, CORE

UGR roundtable

Youth cohort

45-day draft UGR comment period

Presentations to additional interested groups from across the region

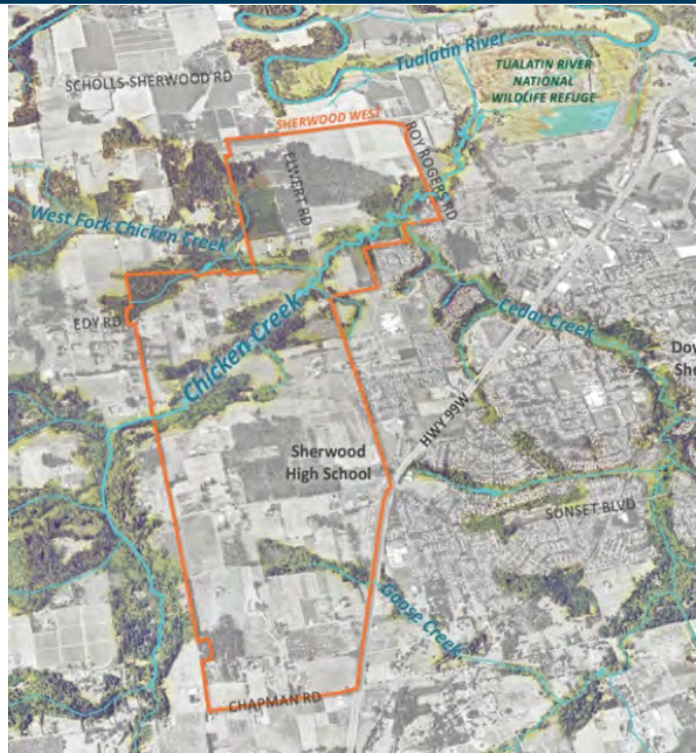


New analyses in the 2024 Urban Growth Report

- Population forecast by race/ethnicity and disability status
- Additional housing needs analyses:
  - Affordability
  - Houselessness
  - Underproduction
- Equity outcomes in past expansion areas
- Financial feasibility of redevelopment and infill
- Gentrification and displacement trends

COO/Staff Recommendations

- Expand the UGB to include the Sherwood West urban reserve, based on a regional need for land for housing and industrial development
- Consider conditions of approval that clarify City commitments and address regional values



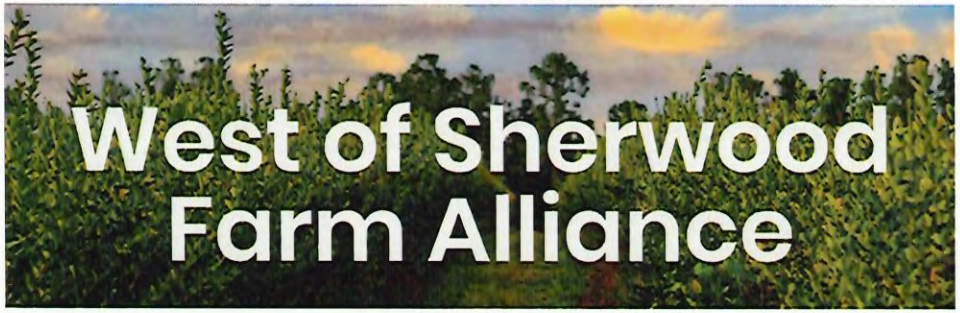
Topics for potential conditions of approval

- Number of housing units
- Housing affordability
- Protections for large industrial sites to grow the region's high-tech manufacturing sector
- Broad based community engagement
- Tribal consultation

	July	August	September	October	November	December
Council	Discussion of draft Urban Growth Report	Public comment survey available until August 22 COO/Staff recommendation	**Public hearing** on COO/Staff recommendation	Council direction on decision Oct 8	Council first reading; **public hearing**	**Council second reading; final decision**
MPAC			Discuss COO/Staff recommendation; *Recommendation to Council*			
MTAC			Discuss COO/Staff recommendation; *Recommendation to MPAC*			
CORE	Discussion with Sherwood staff	Discussion of UGB condition concepts	Discuss COO/Staff recommendation; *Recommendation to Council*			

oregonmetro.gov





Sherwood Vacant Lands Capacity Analysis
Executive Summary

September 2024

SHERWOOD WEST CONCEPT PLAN

1,291 acres added to UGB 41% expansion of city's land area.

3,117 to 5,582 new expensive low-density homes & rentals

4,524 new jobs

$334 million for new infrastructure.

$58- $70 million funding shortfall for infrastructure

$45,000 - $51,000 system development charge/new home

Using vacant land already inside the Sherwood Planning Area means:

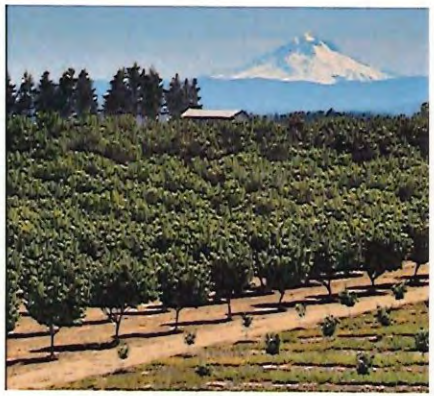
- *Less Sprawl*
- *Less Taxes & Fees*
- *More Housing Choices*
- *Plenty of Jobs*
- *Protects farmland and forests*
- *Conserves water and wildlife*

Natural Resource & Environmental Protection



Saves Chicken Creek and adjoining riparian areas and forests from development and retains their carbon sequestration values; helps maintain water quality in Tualatin River National Wildlife Refuge.

Conserves world-class farmland & forestlands.







These lands can grow and have grown high value crops like Pinot Noir grapes, hazelnuts and Christmas Trees.

Taxpayer Savings

Table 1. Estimated Infrastructure Costs by District and Category

	Water		Sanitary Sewer		Storm		Parks		Transportation		Total District
	Costs	%	Costs	%	Costs	%	Costs	%	Costs	%	Costs
North	$10,745,000	8%	$18,162,500	13%	$10,932,500	8%	$23,428,890	17%	$72,850,000	54%	**$136,118,890**
Far West	$8,367,000	20%	$4,801,500	11%	$2,775,000	6%	$0	0%	$26,920,000	63%	**$42,863,500**
West/Southwest	$29,164,800	19%	$10,099,350	7%	$6,177,500	4%	$23,815,610	15%	$85,787,301	55%	**$155,044,561**

Eliminates unnecessary infrasttucture needed to catalyze Sherwood West Concept Plan, such as pedestrian overpass and new roads, water, and sewer and stormwater facilties west of Roy Rogers and Elwert Roads.

Sherwood Vacant Land Employment Capacity



Uses Sherwood West Concept Plan employment densities for currently vacant industrial and commercial zoned lands.

Sherwood Vacant Land Housing Capacity





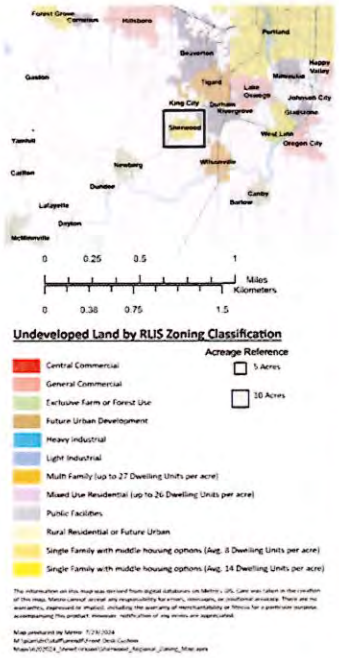


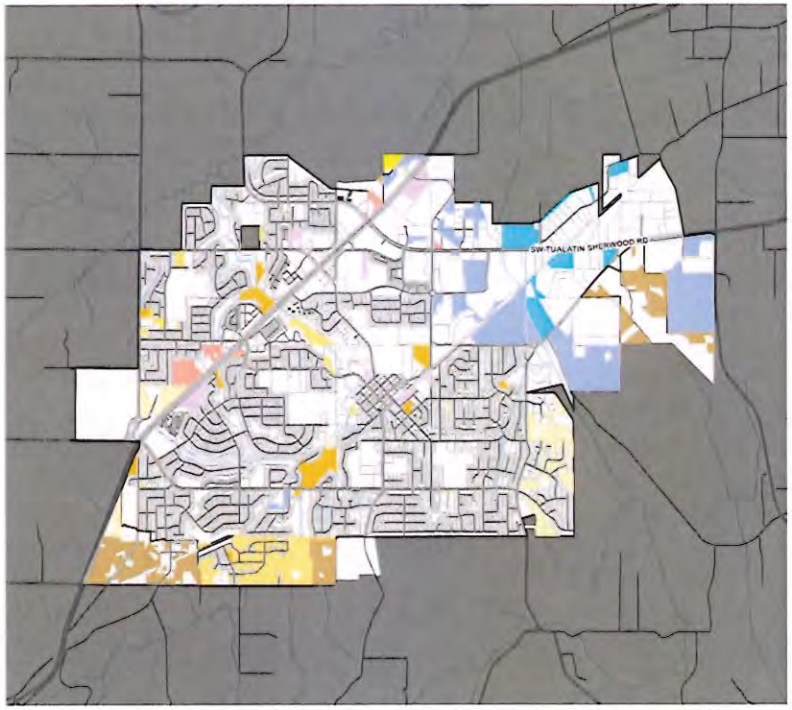
Uses actual market rate housing developments and Metro Housing Bond projects plus Sherwood Housing Need Analysis to develop alternative housing concept using only vacant land zoned for residential or designated "future urban." 59% of the residential land would be developed with single-family homes.

Vacant Lands in the Sherwood Planning Area

Metro RLIS General Zoning Class	Vacant Acres
Single Family Residential	146.76
Mixed Use Residential	22.53
Multi Family Residential	36.07
Commercial	22.99
Industrial (Light & Heavy)	229.78
Future Urban Development	111.43
Rural (residential, farm, forest use)	18.16
Public Facilities	5.03

Metro Resource Center Map of Vacant Land in Sherwood Planning Area Prepared August 2024





The Sherwood Planning Area is the land inside Sherwood city limits, the Brookman UGB expansion concept area and Tonquin Employment Area

Summary of Methodology for Capacity Analysis of Sherwood Planning Area Vacant Lands

Sherwood Planning Area* Vacant Lands Capacity

0 additional acres added to the Urban Growth Boundary

4,572 new homes with a closer fit with housing needs

5,526 new jobs

$58-$70 million taxpayer and ratepayer savings because no funding shortfall; $ millions saved on unneeded infrastructure.

Conserves instead of develops **precious farmland, forests, streams and wildlife.**

* The Sherwood Planning Area is the land inside the city limits of Sherwood, plus the Brookman Addition area and Tonquin Employment Area previously added to the UGB.

Ron Bunch for West of Sherwood Farm Alliance

SHERWOOD WEST URBAN GROWTH BOUNDARY EXPANSION REVIEW OF INFRASTRUCTURE COSTS -

INTRODUCTION AND FINDINGS SUMMARY FINDINGS

The following summarizes infrastructure costs, housing affordability, land use and other issues not acknowledged by Sherwood in its 2024 Sherwood West Urban Growth Boundary (UGB) Proposal. Sherwood's aspirational plan for UGB expansion was based on a predetermined outcome of how to urbanize West Sherwood rather than acknowledging the consequent risks and costs and whether these outweigh potential benefits. This report responds to these fundamental issues from an "order of magnitude" perspective which defines issues in broad themes. This process is often used in government and business venues to develop findings and criteria on which to base policy decisions. It is not dissimilar to what Sherwood and its supporters have done in developing a generalized development concept for Sherwood West. However, the questions to be answered are different. Often, this kind of approach addresses the most basic questions of whether to proceed or not, with a course of action.

A decision by the Metro Council to expand the regional UGB next to Sherwood by 1,291 acres would involve both private and public benefits and impose risks, costs and losses to several groups. An example is shown in Table 1. How these benefits, losses and risks are fairly mediated among stakeholders, including the region as whole, is a matter of public policy. In this context, it is important for the Metro Council to evaluate other growth options to ensure the development needs of both Sherwood and region are addressed in the most beneficial and least harmful ways possible. For example, decision-makers must ask, "Can needed housing and employment be better accommodated elsewhere and in different ways at less cost, risk and disruption." For example, an alternative is that housing and employment needs may be better accommodated inside the existing Metro area cities and or targeted, more manageable and less impactful expansions.

Table 1: Benefits, Costs and Risks from Sherwood UGB Expansion as Proposed by West Sherwood Concept Plan.

Potential Beneficiaries	**Motive and/or Benefits**
PRIVATE BUSINESS, LOCAL GOVERNMENTS AND UTILITIES	
Property Owners and Land Investors	**Financial gain** from zoning commitments for entitlements and public investments
Commercial, Industrial and Residential Real Estate	**Financial gain** from real estate transactions and public investments from zoning and commitments for public investments

	Table 1 (Continued)
Banks and Financial Institutions	**Financial gain** from providing capital to private companies that urbanize the Sherwood West
Companies that do residential, commercial and public works construction	**Financial gain** from constructing the infrastructure and developing the area for urban use.
Existing Sherwood Businesses	**Potential Financial gain** from new Sherwood West residents and businesses but may be tempered by competition from new business.
New Commercial Business	**Financial gain** from expanded customer base.
School District and Special Service Districts and Private Utilities	**Financial Gain:** Larger enrollment and tax base, but must be balanced with need for future expenditures, including both capital investment, maintenance, administration and ongoing investment.
Washington County and Clean Water Services	**Increased Revenues:** Revenues from increased TDT and regional connection fees (RCC) would assist in expanding major street and sewer systems
PEOPLE	
Private Sector Workers (Not necessarily located in the region)	**Short Term Jobs;** Design, engineering, construction , real estate and public sector jobs
Public Sector Workers (Not necessarily Sherwood residents)	**Jobs:** Municipal, service district and education sector jobs
Those who need housing currently or in the future – home buyers and renters	**Needed housing,** but low-/ moderate-income housing and middle-housing may not be feasible due to costs
RISKS AND LOSES	**Description of Risks and Losses**
Future and Existing Sherwood Property Owners and Residents	**Cost:** Short and long -term public subsidization of UGB Expansion planning, management, and infrastructure maintenance. **Costs:** Personnel costs and refocus of political and administrative efforts on UGB expansion away from existing communities where more benefit can be derived. **Costs:** Increase in future utility rates and property taxes associated with development of extensive new urban infrastructure system ,inflation factors and maintenance of same in perpetuity. **Quality of Life**: Low transit feasibility, auto-dependence ,Increased traffic and traffic congestion and environmental degradation. Rapid changes in community character and disruption caused by significant period of major construction activity. **Quality of Life and Cost:** Climate impacts of auto-dependent development and environmental degradation of the area's natural resource functions and values. **Quality of Life and Cost:** Investment of time and resources in high-cost low return venture. No consideration of lower impact/cost alternatives to

	Table 1(Continued) meet future employment/ housing needs especially low- and moderate-income housing.
Existing Property Owners, Workers and Agriculture	**Disruption of quality of life and uncerteinty** posed by spiral of property value speculation. **Demise of existing agricultural operations** urban encroachment; incompatible land uses; erosion of regional agricultural business infrastructure; hazard and disruption posed by increased traffic and congestion. **Job loss** for farm workers and vineyard operations and wineries; **Loss of investment** in farm and related business ventures and inability to acquire similar value land elsewhere. **Disruption** caused by long term construction activity. **Loss of access to agricultural products** .
Environment and Climate	**Expansion of low-density auto-dependent sub-urban development** with significant land, air, water, and energy consequences. **Negative impact on local stream corridors** such as on the Tualatin River watershed fish and wildlife habitat and water quality. **Negative consequences for tha adjecent Tualatin River National Wildlife refuge**

Summary Findings

The following are this report's main findings .These are based on information contained in the Sherwood 2024 urban Growth Boundary Proposal, City of Sherwood budgets, Clean Water Services (CWS) and Washington County connection charges and transportation development tax rates. Additional details and methodology follow about how the findings were derived.

Low Number of Net Developable Acres: The net developable land area within the proposed 1,291-acre UGB expansion is about one-third of total, or only 432 acres ,once undevelopable areas (steep slopes, stream corridors) and needed roads, utility easements, school grounds, public safety facilities and park land are considered. This is illustrated by Table 2 below.

Table 2: Sherwood West Net Buildable Acres

Net buildable Acres (per Sherwood West UGB Concept Plan)	605
Less transportation 20% ROW and Utility Easements	(120)
Less Schools and possible Fire, Life, Safety Facility	(43)
Less Urban Parks	(50)
Total **Net** Buildable Area	432 Acres

Funding Gap for New Major Roads and Utilities: The total cost of major roads, sewer and water lines, and storm drainage facilities necessary to set the stage for development is estimated by the UGB Concept Plan to be in the range of $344 million per the City's most recent consultants estimates This includes $46-50 million is needed for parks.

The plan proposes that development would "front" these costs through system development charges (SDCs). However, the City's consultant identified significant "funding gaps" that would have to be addressed because SDC's in some categories are not adequate. Sherwood would have to find a way to make up a deficit likely in the range of $35 –$ 45 million based upon projections. In addition, all or some of the SDC charges will be incorporated into the price of the housing, making it difficult for developers to deliver needed affordable housing, especially given the low densities that Sherwood and the Metro Chief Operating Officer (COO) are proposing.

It's important to stress that Sherwood's ability to levy SDCs to fund needed streets and utilities is much less than that of Clean Water Services and Washington County. The city is a "junior partner" in this respect.

Parks Funding is Inadequate. The "foundational infrastructure " costs above do not include park land acquisition and development. The City's parks SDCs, if applicable, are anticipated to yield between $45 and $50 million. At the expected cost per acre of developable land this might be adequate to purchase, but not develop, enough land for needed parks. If expended for land acquisition, these funds would also not be available to build the trail system proposed by the UGB Concept Plan.

Other Costs Schools, Highway 99W Overcrossing , Public Safety: Sherwood's UGB Expansion plan did not consider other significant public costs, including elementary and junior high schools, a new fire station, and road improvements to Highway 99W such as overcrossing and street intersection improvements. These are estimated to be at least $81.58 million. Schools and a new fire station represent "down-stream" costs and not necessary for actual development of the Sherwood West. However, they are important to acknowledge as part of the total cost burden the public will carry.

Roads and Utilities Costs for Private Development: The cost of providing all infrastructure to the Sherwood UGB Expansion area includes neighborhood streets,

smaller (8") water, sewer and storm drainage lines, plus including all other parts such as catch basins, manholes, fire hydrant, etc. needed to serve private development. This is usually paid for by private development directly (not through SDCs) and recouped after property sales. This analysis estimates private development costs at about $119 million based on the preferred land use concept in the UGB expansion plan.

Table 3: Sherwood West Order of Magnitude Summary of Costs/Investments (Millions $)

Highway 99 W Improvements	8.60
Foundational Infrastructure – Major roads, sanitary sewer collection system, water transmission lines, storm drainage conveyance and regional facilities. Includes parks and trails	344.24
Development infrastructure – Streets and Utilities	119.00
Total	471.84

Note:

- **Costs for Highway 99 W Improvements to accommodate West Sherwood traffic are derived from Sherwood transportation plans. These estimates vary from the above to $30 million.**

High Infrastructure Costs Per Developable Acre: The above costs and the UGB expansion's low net yield per acre of developable acre results in high infrastructure costs of developable land – up to $ 1 million per developable acre.

High Road and Utilities Costs, City and County SDCs Make it not Feasible to Build Affordable and Middle Housing: High system development charges, transportation and utility costs, will make it not feasible to build affordable and middle-income housing in Sherwood West.

Overall Low-Density Residential Development Precludes Transit Service and increases Auto-Dependence. Development of Sherwood West would have remarkably low density. Consider if the whole area of 1,292 acres accommodated 4,100 units, the overall site density would be about 3.2 units per acre.

The City of Sherwood Would Assume Substantial Long-term Maintenance, Repair and Replacement Costs for Sherwood West's Needed Infrastructure. The Sherwood West UGB Expansion would result in the planning ,engineering, and construction of miles major sewer and water collection and conveyance lines and associated water storage tanks and water and sewage pump stations. In addition, there will be several miles of new and reconstructed major collector and arterial streets in the area.

Sherwood would assume long term maintenance and repair of these major systems and also the utilities that support actual development . These are major ongoing costs. and per

the City's 2023-2024 budget. It costs about $8.2 million a year to do so for utilities inside the current City limits

It estimated that Sherwood's property tax and utility rate payers would take on the maintenance , repair and replacement (MRR) of an additional 72 miles of water, storm and utility lines and 26 to 34 miles of streets and roads associated with residential and commercial development. This is new infrastructure would be added to the existing 61 acres of parks, 59 miles of road and 215 miles of utility lines inside the existing City limits.

Sherwood's current combined operations and maintenance budget for maintenance, repair and replacement of its existing roads and utilities is $8.242 million per Sherwood's 2023- 24 budget. This would increase substantially with Sherwood West added to the city. Other public services, such as law enforcement, city administration, finance, planning, building inspection, etc. would also increase in proportion to land area and population.

Inflation: The general costs of construction and maintenance of public facilities and services are based on present day assumptions. They are subject to inflation and will be significantly higher in coming years.

Natural Resource Lands – Stream Corridors: The Sherwood West Concept Plan acknowledges that a significant part of the area is Metro Title 13 lands - stream corridors and riparian areas. This, and steep slopes and other development constraints, makes a significant part of the UGB expansion area difficult and expensive to develop.-However , Sherwood's plans do not make specific recommendations for these areas other than they would be set aside for open space and natural areas. How this will happen and/or what entity would be responsible for ensuring protection is not known. For example, will these lands be part of large estate type subdivisions and become common open space tracts subject to management by a property owners association? Alternatively, is it aspired that some or all this land be public and managed by a public entity? Regardless, these lands will require oversight and management to ensure natural resources functions and values are maintained and do not present hazards to surrounding areas, such as wildfire, flooding and landslide.

Tualatin River National Wildlife Refuge: The Sherwood West concept plan acknowledges the proximity of the refuge but makes no mention of potential impacts of Sherwood West or measures to mitigate them. This is an important issue that must be addressed when making the UGB expansion decision.

BACKGROUND AND METHODOLOGY FOR ASSIGNING ORDER OF MAGNITUDE COSTS

Three categories of infrastructure costs for the UGB expansion are generally quantifiable. The first is the UGB expansion's need for "foundational infrastructure." This is the set of public facilities - major roads, surface water management, water and sewer lines that, per Sherwood's consultants' assumptions, are needed to "catalyze" private development in

Sherwood West. This consists of the larger water, storage, conveyance and pumping systems, sanitary sewer collection, pumping conveyance system and major roads usually classified as major collector and arterial streets. The second cost category is related to the "development infrastructure" such as that needed to build a residential subdivision, apartments, industrial areas, etc. Once private development projects are completed and accepted, the city assumes ownership and long-term maintenance, repair and replacement costs. This is an important consideration because maintenance, repair and replacement (life-cycle costs) sometimes equal or exceeds the initial costs as facilities wear out and need replacement or remodeling over time. The final cost category includes public, but non-municipal, services. This includes things such as new elementary-and middle schools, public safety facilities (fire station) and needed improvements to Highway 99W. Fire stations and schools are not needed for development to occur but need to be realized because of development much like maintenance, repair and replacement of infrastructure.

How Would Roads and Utility Infrastructure in Sherwood West be Funded.
Infrastructure must be in place before development occupancy can occur. Local governments and sometimes state government require infrastructure to be provided either before, or in conjunction with the use or occupancy of new development. For example, a new residential subdivision that would increase the traffic capacity of a major collector street would have to pay for adding lanes, intersection improvements, traffic lights, etc. This requirement is in proportion to a development's impacts on the street's safety and capacity. The same principle applies to other facilities such as needed sanitary sewers and storm drainage and surface water quality systems.

In Oregon, system development charges (SDCs) are one of the ways through which developers pay their projects' proportional cost of needed major infrastructure and to reimburse local governments for their investment in existing utility systems This is one of the ways through which infrastructure will be funded in Sherwood West. The three primary sources of SDC revenue are City of Sherwood SDCS, Clean Water Services (CWS) regional connection charges (RCC)and surface water fees, and the Washington County transportation development tax (TDT). The Washington County major streets transportation improvement program (MSTIP) may also contribute by partially funding selected arterial street improvements .

All Infrastructure needed to serve specific developments, such as local streets, smaller water lines, and storm drainage are mostly paid for and built by developers to local government specifications. These costs, like SDCs, are rolled into the purchase, or lease price of property. They are in addition to SDC charges included in the cost of a new house. SDC costs in Sherwood are significant. For example, the current charge for single-family home is about $51,500.

Once infrastructure is completed, inspected and approved, ownership is assumed by the City, which guarantees its maintenance, repair and replacement over the long term.

Revenue for this comes from public utility fees and charges and property taxes. Larger replacement and maintenance projects, as happens when roads and utilities wear out, is often funded by capital reserve funds augmented by general obligation and revenue bonds and when available, state and federal assistance.

Parks and related facilities open space, and trails are considered infrastructure but, in most cases, the land is acquired, improved and retained by local governments. In the case of Sherwood West, development would be also subject to the city's Parks SDC.

The combined cost of all infrastructure, subject to systems development charges and other exactions charges such as permits, water connections and fees associated with the building process, are passed on to the consumer. This has a significant impact on the cost of new housing and other new development. In addition to SDCs, it's acknowledged that there are many other fees and charges are associated with building and engineering permits, inspections, water meter installations, planning review, permit administration, etc. These add up to significant costs depending on the scale and complexity of a project.

How Sherwood West Foundational Infrastructure Costs and Funding Gaps Were Determined: Sherwood's city engineering staff and its consultants prepared several order-of-magnitude cost scenarios based on a variety of land use mix scenarios These are part of Appendix O of the Sherwood West urban Growth Boundary Proposal – 2024. The latest estimates were done in February 2024. The cost of foundational infrastructure at that time was estimated to be $334.027million. Infrastructure costs and funding gaps are summarized by Tables 4 thru 6.

These examples show that the City of Sherwood's systems development charges are minor contributors towards meeting the costs of needed infrastructure, compared to Clean Water Services Regional Connection Charges (RCC) and Washington County's Transportation Development Tax (TDT). The one area where it may provide adequate funds is parks. In this instance the park funding may be enough to purchase the land but not develop it. However, though important, parks do not contributor to actual land development.

Table 4: Estimated Costs of Sherwood West Foundation Infrastructure by District -$Million

	Water	Sewer	Storm	Parks	Roads	Totals
North	10.75	18.16	10.93	23.43	72.85	136.12
Far West	8.37	4.80	2.76	0	26.92	42.37
West/ S. West	29.17	10.01	6.18	23.82	85.79	154.97
Totals	48.59	32.97	19.87	47.25	185.56	334.24

Table 5. Funding Gap Analysis all Districts – Low Density Housing (0%) Middle Housing- $ Million

Water	Sewer	Storm	Parks	Roads	Total w/ all Revenue)	Total w/City Only
-18.79	32.30 (surplus)	-14.57	7.93((Surplus)	-17.54	-10.65	-203.53

Table 6. Funding Gap Analysis all Districts – High Density Housing (20%) Middle Housing- $ Million

Water	Sewer	Storm	Parks	Roads	Total w/ all Revenue)	Total w/City Only
-9.37	39.98 (surplus)	-13.62	$23.90 (Surplus)	-10.04	30.78	-175.078

Notes:

- **Source: Sherwood West Concept Plan (Feb. 13, 2024, Memo from Leland Consulting Group to Eric Rutledge, City of Sherwood)**
- **Surpluses in one SDC Category cannot be used to address deficits in another**

The policy related financial issue the City must address is, how can it cover the above financial shortfall?" The Sherwood West Concept Plan recommends that the city consider funding sources such as supplemental or increased system development charges (SDCs), local improvement districts, city-wide increased utility rates, and urban renewal to partially pay for infrastructure.

There are disadvantages of all these methods. They would increase costs for development, thus making it less feasible and transfer some costs of UGB Expansion to existing Sherwood taxpayers and ratepayers.

Development Related Infrastructure Costs: Development projects such as single-family subdivisions, office parks, and multi-family projects pay for the construction of local streets and utilities that directly serve these land uses. Traditionally, these are usually two-way streets usually within 30' to 36' rights-of-way that include water, sewer, storm drainage/water quality infrastructure. Some jurisdictions allow smaller streets through master planned projects' such as planned developments. Street density is a valuable urban design tool to provide for walkable neighborhoods, especially in mixed-commercial/residential environments.

Some Industrial and commercial uses require larger streets constructed to accommodate large trucks. Most often industrial land uses have relatively low street density because uses typically require larger sites. Internal site circulation is often provided by easements that

meet standards for fire protection. Commercial land uses locate within high traffic volume areas most often front on major collectors and arterials for access and pay commensurate SDC's and or participate in the costs of road and utility construction.

Water and sewer utilities are most often in public rights of way. If not, they are within located within dedicated easements . These typically consist of eight-inch water and sewer line lines unless design and fire flows require greater capacity. Sometimes industrial and commercial will require greater fire flows hence water lines are often installed up to 10"-12." Local Storm drainage systems also must manage flows and water quality. This means the curb and gutter, catch- basin and pipe system is often augmented by vegetated in- street structures, vegetated swales and local water quality facilities. Within West Sherwood CWS regional water quality facilities will be needed. These are often constructed by development to CWS's specifications.

The following estimates were calculated based on acreages of land use scenarios assigned by the Sherwood West UGB Concept Plan's various land use scenarios. It is acknowledged that site design is a significant factor in the quantities of utilities needed and there will be differences in quantity and costs associated with actual development occurs.

A summary of estimated quantities of private development streets and utilities for the UGB Concept's Plans preferred land uses is shown by Table 5 below. It is a compilation of tables 6 through 9 that follow

Table 6 – Summary of Estimated West Sherwood Private Development Costs Per Sherwood West Concept Plan Acreage Allocations

SF (L/M/H) Middle Housing, Cottage Cluster	Acres	Streets K/L'	Sewer K/L'	Water K/L'	Storm K/L' (Equivalent)	Total Cost $ Million
	308	87.00	87.00	87.00	87.00	68.47
Muti-Family	33	7.87	7.87	7.87	7.87	7.05
Mixed Employment	130	18.48	18.48	18.48	18.48	18.84
Mixed Resident/Comm	25	8.5	8.5	8.5	8.5	8.50
Hospitality - Entertainment	63	15.75	15.75	15.75	15.75	15.68
Sub-Total	559	137.6	137.6	137.6	137.6	118.54

Notes:

- SF(L/M/H Density) Street Density = 20.7% of assigned land area.
- Multi-Family Steet Density = 17% of assigned land area
- Mixed Employment Street Density = 12% of assigned land area. Framework streets only would be developed. The site users would develop interior sites specific to their needs.
- Mixed Residential Commercia Street Density = 25% of assigned land area
- Hospitality/Entertainment Street Density = 25%+ of assigned land area

The acreage total above does not include the following:

- 40 acres for elementary and junior high schools,
- About 60,000 sq. ft (1.5 acres) acres for a new fire station
- Seven acres of commercial land that was not included for reasons explained below

- For the purposes of this analysis park acreage is distributed in the various land use districts and included as part of respective land use categories.

Table 6A: Single Family, Middle Housing , Cottage Cluster
Streets and Utilities – Estimated Development Costs $Millions

Streets	**87KL'**	**Sewer**	**87KL'**	**Water /L'**	**87KL'**	**Storm**	**87KL'**
$300/ L'	**$26.10**	**$170/L'**	**$14.790**	**$160L'**	**$13.920**	**$180L'**	**$15.66**
Grading, base, paving, sidewalks, etc.		Includes manholes and clean outs, etc.		Includes, hydrants appurtenances, vaults etc.		Includes manholes, catch, basins, etc.	

Table 6B: Summary Sherwood West Single Family Residential Street and Utilities Development Costs: ($Millions)

Streets	$26.10
Sanitary Sewer	$14.790
Water	$13.920
Storm	$15.66
Total	$68.470 Million

Notes:

- Residential Street Miles (Estimated). Street Connectivity is assumed to be between 200 -400 feet.
- Does not include accessory dwelling units because they most often share the same frontage as single-family housing
- Neighborhood Streets ROW is 28 – 36 feet in width. A general average of 32' in width was used for this analysis
- Sewers, water ,are considered 8" diameter. The storm drainage system is assumed be a combination of traditional and surface water quality systems and costs are estimated using an equivalent per lineal street length. Storm drain lines average 8"to 12" diameter. It is acknowledged that special circumstances will require exceptions. All utilities are within public streets or easements.

Table 7a: Estimated Development Cost of Streets and Utilities for Multi-Family Residential Development Streets and Utilities- 33 Acres

Streets	**7.87kL'**	**Sewer**	**7.87kL'**	**Water /L'**	**7.87kL'**	**Storm**	**7.87kL'**
$370/ L'	**2.92**	**$190/L'**	**$1.49**	**$170/L'**	**$$1.34**	**$180L'**	**$1.41**
Grading, base, paving, sidewalks, etc.		Includes manholes and clean outs, etc.		Includes valving, hydrants etc.		Includes manholes, catch, basins, etc.	

Notes:

- Development tracts range in size from .5 acre to five acres.
- Neighborhood Streets ROW considered to be 32 – 35 feet in width. Widths can vary to 24 feet for special applications and access. Steet connectivity is assumed to be in the range of 400' to 800 feet. Alleys are not considered in this analysis.
- Cost of streets serving multi-family development will be higher than SF residential due to intensity of traffic volumes, driveway access, signalization costs of possibility of turn refuges for access
- Typically, eight-inch diameter sewer lines are adequate but in case of high-density housing peak flows may be higher. Costs have been adjusted to reflect this.

Table 7B: Summary Multi-Family Residential Public Facilities Costs ($Millions

Streets	$2.92
Sanitary Sewer	1.49
Water	1.23
Storm	$1.41
Total	$7.05 Million

Table 8A. Estimated Development Cost of Streets and Utilities for Mixed Use Employment - 130 Acres - $Millions

Streets Cost	**18,480L'**	**Sewer Cost**	**18,480L'**	**Water /L' Cost**	**18.490 L'**	**Storm Cost**	**18,590L'**
$450/ L'	**$8.28**	**$190/L'**	**$3.5**	**$200/L'**	**$3.7**	**$180L'**	**$3.35**
(Grading, base, paving, sidewalks, etc.		Includes manholes and clean outs,		.Includes fire hydrants		Includes manholes, catch, basins, etc.	

Notes:

- Variety of lot sizes two to 15 acres that could accommodate single to multiple tenancies/users with full frontage streets. Proposed arterial streets previously identified will account for half of required frontage.
- Heavy industrial uses are not considered, but some freight traffic and warehousing will occur.
- Interior streets will occur associated with development need, but no minimum connectivity is assumed.
- Public access and delivery drives will be provided. Fire lane and emergency access will be responsibility of users

Table 8B: Summary Estimated Development Costs of Streets and Utilities for Mixed Use Employment (Millions $)

Streets	$8.28
Sanitary Sewer	$3.51
Water	$3.7
Storm	$3.35
Total	$18.84

Table 9A: Estimated Development Costs of Streets and Utilities for Mixed Residential - Commercial Employment - 25 acres

Streets Cost	**8.5Kl'**	**Sewer Cost**	**8.5kL'**	**Water Cost**	**8.5kL'**	**Storm Cost**	**8.5Kl'**
$450/ L'	**$3.82**	**$170/L'**	**$1.45**	**$200/L'**	**$1.7**	**$180L'**	**$1.530**
Grading, base, paving, sidewalks, etc		Includes manholes and clean outs, etc.		Includes valves, fire hydrants.		Includes manholes, catch, basins, etc.	

Table 9B: Summary of Estimated Development Costs of Streets and Utilities for Mixed Use Employment - 25 acres (millions)

Streets	$3.82
Sanitary Sewer	$1.45
Water	$1.7
Storm	$1.53
Total	$8.500

Table 10A: Estimated Development Costs of Streets and Utilities for Hospitality District 63 Acre ($Millions)

Streets Cost	**15.75k L'**	**Sewer Cost**	**15.75KL'**	**Water Cost**	**15.75kL'**	**Storm Cost**	**15.7hkL'**
$450/ L'	**$7.01**	**$170/L'**	**$2.68**	**$200/L'**	**$3.15**	**$180L'**	**$2.84**
commercial Street Standards		Includes manholes and clean outs, etc.		Includes valving, hydrants. Increased fire flows addressed by 10" lines.		Includes manholes, catch, basins, etc.	

Table10B: Summary Development Costs of Streets and Utilities for Hospitality District 63 Acre (Millions)

Streets	$7.01
Sanitary Sewer	$2.68
Water	$3.15
Storm	$ 2.84
Total	$15.68

Neighborhood Commercial – Seven acres

A public facility needs, and cost analysis of proposed Neighborhood Commercial land uses was not done because Neighborhood Commercial land uses as proposed do not typically require public utilities more than single or multi-family land uses. These uses will most likely be located on developed major streets and often adjacent to employment zones. Therefore, it is reasonable to propose that seven acres of neighborhood commercial will most likely utilize existing major roads for access and public facilities and services. Identifying and costing out those facilities would be duplicative.

Other Infrastructure/public Services

Sherwood West will require other kinds of public services in addition to those provided by the city. The Sherwood West Concept Plan proposes that elementary and middle schools will be needed. Per the UGB Concept Plan these uses will require about 40 acres of land - 15 and 20-acres respectively. These schools would also likely draw students from surrounding area.

Schools: The Sherwood West UGB Expansion plan assumes two schools; an elementary and middle school would be required. If 40 % percent of Sherwood West 4,000 + households or 1,600 homes would consistently have children under the age of 18, then each school would need to accommodate 750 students each. This also assumes some enrollment from other areas. The cost of these schools is estimated to $66.78 million per Tables 11 and 12 below.

Table 11: Sherwood West Elementary School Estimated Costs

Elementary school building cost per sq. foot (2024	Sq. feet Needed per student	# of estimated students	Costs -$Millions
$240	70	750	$12.60 - Building
Land Acquisition - 15 acres at $700K developable acre			$ 10.50 – Land
Site Work - parking grading and utilities and play fields			$ 2.52 – Site Work
System Development Charges			$ .96 – SDCs
Street frontage Improvements and Utilities			$ .56 – Streets and Utilities
		Total	$27.10

Table 12 Sherwood West Middle School Estimated Costs

Middle school building cost per sq. foot (2024	Sq. feet Needed per student	# of estimated students	Costs
$230	100	750	$17.25 - Building
Land Acquisition - 25 acres at $700K developable acre			$17.50 - Land
Site Work - parking grading and utilities and fields			$ 3.45 – Site Work
System Development Charges			$ .92 – SDCs
Street Frontage Improvements and Utilities			$ .56-Streets and Utilities
		Total	$ 39. 68

Transportation frontage and utilities costs were calculated using $800 per lineal foot assuming a 700- foot frontage per school. It should be noted that systems development charges might be reduced if these projects are on the major street system. This because SDC credits often are granted if the developer constructs needed improvements. SDCs that are applicable to schools are those levied by City of Sherwood, Clean Water Services and by the Washington County - Transportation Development Tax

Sherwood West Fire Protection and Public Safety Facility: Serious consideration should be given to the need to provide additional fire and life safety services through a dedicated emergency services facility in Sherwood West, should it urbanize. The closest facility is Station 33 at 15440 Oregon St., Sherwood. Currently , it is unlikely for fire and emergency response times to much of the proposed UGB Expansion to meet the National Fire Protection Agency response standards. In addition to safety concerns this could substantively increase fire insurance premiums for much of the area. Table 13 below summarizes the anticipated cost of a new public safety facility in the area.

Table 13: Sherwood West Public Safety Facility Estimated Costs

Building cost per sq. foot (2024	Building Size	Costs – Millions $
$1,000	5,000 sq.	$5.0
Land Acquisition: Min. 1.5 +(-) acre		$1.0 Land
Site Work - parking grading and utilities and fields		$ .25– Site Work
System Development Charges		$ Not Specified
Street Frontage Improvements and Utilities		$ Utilize Existing Streets
Total		$ 6.25 (Minimum)

Traffic impacts of Sherwood West would significantly impact State Highway 99W. ODOT will significantly control access to Highway 99W. The state's interest is to ensure the capacity of the Highway is maintained and ultimately a grade separated connection(s) will be required. Planning for Sherwood West has identified either one or two connections will be required. Preliminary cost estimates by the City of Sherwood about is about $8.6 million for one undercrossing.

Table 14: Summary of "Other" Needed Public Services Cost - Millions

Elementary School	$27.10
Middle School	$39.68
Public Safety Facility (Fire Sub-station)	$ 6.25
State Hwy 99W Crossing	$ 8.6
Total	$81.63

High local, county and service district (Clean Water Service) system development charges (SDCs) will have big impacts on the cost of development. The following Tables 15, 16 and 17 are examples of SDC's that would apply to residential development

Table 15: City of Sherwood, Clean Water Services (CWS) Washington County System Development Charges Applicable Single Family Residential Development (Per Unit) Including Small Lot

Jurisdiction	Water SDCs	Sanitary Sewer	Storm Water/ESU	Parks	Transportation	
Sherwood	$10,154	$1,032	$1,639	$17,256	$2,251	$32,332.00
CWS		$7,009	$ 678			$ 7,687.00
Washington Co.					$11,478	$11,478.00
Total	$10,154	$8,041.00	$2,317.00	$17,256.00	$13,279	$51,497.00

Notes:

- **Water SDC is calculated using a 5/8" – ¾' Meter. Charges include $123 per meter inspection fee**
- **Sanitary Sewer is measured in EDU of 150 gallons per day Engineers estimate applies to other uses**
- **ESU is a city defined measurement of impervious of surface.**
- **Clean Water Services Regional Connection Fee (RCC) is collected by Sherwood. The city retains 4% and 96% is remitted to CWS.**
- **Storm water quality rates are set by CWS.**
- **Small lot detached single family (middle housing will be assessed impact fees the same as large lot single family.**

Table 16: City of Sherwood, Clean Water Services (CWS) Washington County System Development Charges Applicable to (Town Home) Common-Wall Single Family Housing

Jurisdiction	Water SDCs	Sanitary Sewer	Storm Water/ESU	Parks	Transportation	
Sherwood	$10,154	$1,032	$1,639	17,246	$1,347	$31,418.00
CWS		$7,009	$ 678			$ 7,687.00
Washington Co. TDT					$6,866	$ 6,866.00
Total	$10,154	$8,041.00	$2,317.00	$17,256.00	$8,213	$45,971.00

Table 17: City of Sherwood, Clean Water Services (CWS) Washington County System Development Charges Applicable to a 50-unit Apartment Building. (SDCs = $33,623 per unit

Jurisdiction	Water SDCs	Sanitary Sewer	Storm Water/ESU	Parks	Transportation	
Sherwood	$175,548	$ 51,624	$81,950	$535,300	$77,400	$921,822.00
CWS		$350,450	$33,900			$384,350.00
Washington Co. TDT					$375,000	$375,000.00
Total	$175,548.00	$402,074.00	$115,850.00	$535,300.00	$452,400	$1,681,172.00

- **Water SDC is calculated using a 3" Meter. Charges include meter inspection fee**
- **Sanitary Sewer is measured in EDU of 123 gallons per day Engineers estimate applies to other uses**
- **ESU is a city defined measurement of impervious of surface.**
- **Clean Water Services Regional Connection Fee (RCC) is collected by Sherwood. The city retains 4% and 96% is remitted to CWS.**
- **Storm water quality rates are set by CWS.**
- **Small lot detached single family (middle housing will be assessed impact fees the same as large lot single family.**

File: Ron 4 amended infrastructure Sherwood MKM Comments West Infrastructure Funding Final Draft

ALLORO
VINEYARD

22075 SW Lebeau Road
Sherwood, Oregon 97140

503.652.1978

ALLOROVINEYARD.COM

Testimony
to the Metro Council
September 26, 2024
In Opposition to West Sherwood UGB Expansion

Topic: Absence of any alternative to the Sherwood UGB Expansion proposal

For the record My name is David Nemarnik. My Address is 22075 SW Lebeau Road, Sherwood OR 97140

I farm grapes and hazelnuts on our family's 262 acres including land directly adjacent to to the Sherwood West Expansion area.

I am a supporter of the West of Sherwood Farm Alliance.

The Alliance's analysis of what could be developed on the vacant land area inside the city of Sherwood – the Brookman Area and the Tonquin Employment Area- shows that Sherwood alone has enough vacant land to meet any need for additional housing and jobs for the region and for Sherwood itself. Please read our two Analysis documents, Sherwood Vacant Lands Capacity for (1) Employment and (2) Housing, and the associated large investment in infrastructure needed. The analysis also documents a thoughtful and well-reasoned approach that accommodates Sherwood's growth through 2044 without expanding the UGB.

Why did the Alliance have to do this work and not your staff?

Your staff never bothered to consider and propose to you an alternative for your consideration. The only alternative they considered was Sherwood's proposal, which was developed to serve Sherwood's needs, or rather the needs and desires our Mayor and City Council consider important.

This is part of a pattern of Metro focusing all the attention on UGB expansions in Washington County, as if the needs of communities in Multnomah and Clackamas Counties are irrelevant to the region's future.

The Metro Council has a responsibility to consider regional needs from a regional perspective, and not passively respond to a proposal from one city in a region with 24 cities and parts of three counties.

Please direct your staff to give you one or more alternatives to consider, to compare, and contrast with the Sherwood proposal.

Draft of Testimony
to the Metro Council
September 26, 2024
in Opposition to West Sherwood UGB Expansion

Topic: Justification based on housing need contradicted by tbe state's, Metro's and Sherwood's own housing need analyses and facts about housing costs.

Madame President and Councilors, good morning.

My name is TROY WILLIVER.

I live [describe general location.] SHERWOOD, OR 97140 - LEBEAU RD.

I am a supporter of the West of Sherwood Farm Alliance.

The Chief Operating Officer has recommended adding 1,291 acres to the UGB based on this land's supposed contribution to meeting the region's need for affordable housing.

This justification is contradicted by Sherwood's own clearly expressed preferences for expensive market-rate low-density single-family housing.

At the Metro Technical Advisory Committee meeting on August 28 (starting around minute 23) Sherwood's Planning Director ,Eric Rutledge, made it very clear that the base density range for their housing forecast was 6.2 homes per acre.

He said the city would reject a condition requiring an average density of 16 units per acre, which would mean, according to him, that one-half of the new housing would be middle housing.

6.2 homes per acre means single family homes on 5,000 to 6,000 square foot lots.

The homes currently for sale on lots of 5,000 to 7.500 square feet are priced on Zillow at between $535,000 to $800,000. According to Zillow the average home price in Sherwood is $637,000.

Assuming you are willing to pay 30% of your pre-tax income housing you would need a household income of at least $140,000 to afford a $637,000 house. The US Census reported that as of 2022 the median family income in the Portland Vancouver region was a bit less than $90,000.

According to multiple online source average rents in Sherwood are $2,000 to $2,500. Households earning $90,000 or more could afford $2,000 month but not $2,500.

How does the Sherwood West Concept Plan's proposal for low-density single-family housing square up with Sherwood's own 2019 Housing Need Analysis? It doesn't.

This month the Oregon Department of Administrative Services issued its draft statewide Housing Needs Analysis which includes draft goals for the Metro region and Sherwood; 44% of the region's new housing and 56% of Sherwood's must be affordable to households with 80% or less of the median family income.

So where does this leave the one-half of residents of the region with average or below average incomes?

Well, certainly not in Sherwood.

If you are serious about making housing more affordable you must reject the staff recommendation.

Thank you.

372 words: 124 words per minute.

NAIOP
COMMERCIAL REAL ESTATE DEVELOPMENT ASSOCIATION
OREGON CHAPTER

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Mill Creek Residential

Jake Sly
R&H Construction

Executive Director
Geoff Horning

August 22, 2024

The Hon. Lynn Peterson, President
Metro Council
600 NE Grand Avenue
Portland, OR

RE: 2024 Urban Growth Report

Dear President Peterson and Councilors:

NAIOP, the Commercial Real Estate Development Association, is one of the leading organizations for developers, investors, owners & operators, brokers, and related professionals in office, industrial and mixed-use real estate throughout the United States, Canada, and Mexico. The Oregon Chapter's members represent a broad and diverse range of companies involved with commercial real estate activities in the Portland metropolitan area, including developers, owners, brokers, and managers, along with other professionals providing legal, finance, title, engineering, architectural, construction, and other services.

Thank you for the opportunity to comment on the draft 2024 Urban Growth Report which is a crucial element in planning for the future of commercial development in the region. Our testimony will focus on two areas:

- Strong support for the boundary expansion proposed by the City of Sherwood which includes our unequivocal endorsement of the findings and conclusions presented by EcoNorthwest in its *Sherwood West UGB Assessment* document found in Appendix 9;
- Concerns with the UGR's estimates of supply and capacity of industrial land

I. Support for Sherwood West UGB Expansion Proposal/Endorsement of EcoNorthwest Findings and Conclusions

NAIOP Oregon member representatives have been involved in Sherwood's planning process for the Sherwood West area for more than two years, and we very much appreciate the extensive time and effort the City has devoted to careful development of a plan that will provide much needed additional land for employment and housing. The Sherwood West Concept Plan includes land for housing, schools and civic facilities, park space, and 265 net acres for employment uses that would support about 4,500 new jobs. We strongly endorse the findings of ECONorthwest that this area has regionally

unique characteristics that would be very attractive to industrial development, including 40-to-50-acre parcels, minimal site aggregation, slopes under 5 percent, and access to Interstate 5.

Our industrial market members have long been well aware of ECONorthwest's finding that, unlike in the office and retail markets, vacancy rates for the industrial sector in the region are below 5%. This is an extremely low number and, with continuing strong demand for this type of space, has spurred a more than 20% increase in industrial rents over the last five years. These two trend lines are even more pronounced within Washington County, where the vacancy rate dipped to 2.5% in 2023 and rents increased 23%.

As ECONorthwest found, "A diverse regional market supply of sites is essential to maintaining an equilibrium in market pricing and to supporting a broad range of industries." Without such a supply, the Portland metropolitan region will be unable to compete with other national markets and will be passed over by employers looking for new locations and expansion opportunities.

The Sherwood West area fulfills this need quite well with its unique set of features as listed above by the ECONorthwest analysis. Also, it should be noted that Sherwood West is within an acknowledged Urban Reserve that was designated 14 years ago after an intensive public process to identify and compare parcels most suitable for UGB expansion and future urbanization. Expansion of the UGB to include Sherwood West is a logical and appropriate next step to ensure that the region is able to satisfy regional industrial land needs for the next twenty years.

II. Concerns with the UGR's estimates of supply and capacity of industrial land

A. Slopes and Parcel Size. According to the UGR, there are currently 5,950 acres of buildable industrial land within the region. This number, however, seriously overstates the realistic development potential for these lands since it includes properties with slopes of up to 25%, which is much steeper than is acceptable for industrial uses (the 25% slope standard is derived from Oregon Administrative Rules specifically pertaining only to residential land). A more accurate approach would be to use the acreage for "unconstrained" parcels shown on Table 5 of Appendix 6 which deducts those areas where 10% or less of the taxlot is up to a 7% slope. This amounts to 2,839 acres, but is also problematic since the average parcel size is 1.05 acres, much smaller than is typically seen for industrial development.

According to data from CoStar, since 2018 there have been 137 industrial buildings constructed within the UGB and Clark County. As shown in the table below, those 137 buildings had 21,834,448 total square-feet of net rentable area, with a total land area of 1,678 acres.

New Industrial Construction 2018-24 Within Portland UGB and Clark County, Washington	
Total Building Net Rentable Area	21,834,448 sq. ft.
Total Land Area	1,678 acres
Average Building Size	159,376 sq. ft.
Median Building Size	105,986 sq. ft.
Average Land Area	12.25 acres
Median Land Area	8.44 acres

As can be seen from these numbers, the average and median land area size of 12.25 and 8.44 acres for industrial developments over the last six years is far larger than the 1.05 acre average lot size seen in Table 5 of Appendix 6 in the UGR. This disparity is further reinforced by data presented in ECONorthwest's Sherwood West UGB Assessment (Appendix 9 of the UGR) regarding the size of industrial buildings constructed. According to the report, "Between 2019 and 2023, 7 million square feet of industrial buildings (sized 100,000 square feet or larger) were developed in the region across 33 buildings. This indicates that 39 percent of the industrial buildings built between 2019 and 2023 equal or are greater to 100,000 square feet, which shows the trend towards new industrial companies needing larger spaces."[1]

We would urge the Council to direct staff to develop recommendations for further reductions in projected industrial land capacity after taking into consideration the steep slopes and the extremely small average taxlot size of the buildable industrial acreage.

B. Projected Infill Industrial Development. A further problem with the 5,950-acre total amount of buildable industrial land is that 3,252 acres (55%) are projected to come from infill development of sites that are already considered developed. Only 2,574 acres (43%) are actual vacant, undeveloped sites. The infill projection is very aggressive for such remnant parcels and begs the question of what the historical rate of industrial infill has been.

We urge the Council to direct staff to produce this information so that it can be compared with projections for the future.

Thank you for the opportunity to comment on the Urban Growth Report and we appreciate the outreach efforts of your staff to brief in responding to our questions. Please let us know if we can provide any additional information.

Sincerely,

Kelly Ross
Public Affairs Consultant

[1] *Sherwood West UGB Assessment,* ECONorthwest, Urban Growth Report Appendix 9, page 8.

To: Metro Council President Peterson
Metro Councilor Ashton Simpson, District 1
Metro Councilor Christine Lewis, District 2
Metro Councilor Gerritt Rosenthal, District 3
Metro Councilor Juan Carlos González, District 4
Metro Councilor Mary Nolan, District 5
Metro Councilor Duncan Hwang, District 6

CC: Marissa Madrigal, Chief Operating Officer, Metro
Kristin Dennis, Chief of Staff to Metro Council
Catherine Ciarlo, Director of Planning, Development and Research, Metro
Malu Wilkinson, Deputy Director of Planning, Development and Research Metro
Eryn Kehe, Land Use Manager, Metro
Ted Reid, Land Use Manager, Metro

September 26, 2024

1000 Friends of Oregon appreciates the opportunity to participate in the Urban Growth Stakeholders Roundtable, comment on the urban growth report, and partner with Metro on multiple areas of alignment such as unlocking more funding for critical infrastructure needs, addressing our housing affordability crisis, and bringing more mobility options for Oregonians in a 2025 transportation package.

1000 Friends of Oregon urges Metro Council to help this region avoid a pitfall by working with subject matter specialists to (1) narrow down the proposal to only include lands zoned residential immediately adjacent to the existing UGB and (2) adopt enforceable affordability conditions.

If the City of Sherwood or Metro Council do not agree to specific and enforceable housing quantity, diversity, and affordability conditions, we urge Metro Council to reject this expansion proposal altogether for the good of the region.

We come to this conclusion for two reasons: (I) our region has a surplus of available land, vacant buildings, and redevelopment opportunities inside our existing UGB and (II) the City of Sherwood's proposals fails to demonstrate how this 1,291 acre expansion helps Metro Council achieve its six desired outcomes: vibrant communities, sustained economic competitiveness

and prosperity, safe and reliable transportation choices, leader on climate change, clean air, water, and healthy ecosystems, and equity.[1]

I. Metro Council should reject the current proposal because our region has a surplus of available land, vacant buildings, and redevelopment opportunities inside our existing UGB.

An urban growth boundary decision requires all of us to first ask and answer: do we need to expand our UGB for population or job growth? Based on data from Metro staff and recent inventory updates the answer is no. We have over 500,000 parcels of land inside the existing UGB, multiple industrial sites of all sizes including at least two 500-acre sites, and we're suffering from a 24% region-wide vacancy rate in our commercial buildings, not including shadow space (where a building is leased on paper, but employees are not using the building regularly). Colliers International shares a bleak forecast for the future of commercial leases, noting that this is the 17th consecutive quarter of increasing vacancy rate in the greater metro region and that a significant amount of leases are coming up for renewal/expiration. We are suffering from a 33% vacancy rate in Portland's Central City alone

On September 18, 2024 Governor Tina Kotek announced a public hearing to be held on October 10, 2024. The hearing is "to discuss a proposed determination by the Governor to bring identified lands into the urban growth boundary near Hillsboro, OR subject to the authority granted to the Governor in Senate Bill 4(2023), Section 10."[2] This possible additional 373 acres of industrial land to the existing UGB adds more reason to reject the expansion based on the surplus of available industrial land inside the region.

Given the surplus of available land, especially industrial and commercial lands, vacant and underutilized buildings, and redevelopment opportunities, this expansion is unwarranted. Metro Council should reject this expansion proposal on this data alone.

II. Metro Council should reject this proposal because the City of Sherwood's proposals fails to demonstrate how this 1,291 acre expansion helps Metro Council achieve its six desired outcomes: vibrant communities, sustained economic

[1] Metro Council. Six desired outcomes. Adopted 2008; Accessed on Metro's website on September 25, 2024: https://www.oregonmetro.gov/six-desired-outcomes
[2] Governor Tina Kotek. September 18, 2024. https://www.oregon.gov/biz/Publications/CHIPS/Public_Meeting_Notice_SB4_Lands.pdf

competitiveness and prosperity, safe and reliable transportation choices, leader on climate change, clean air, water, and healthy ecosystems, and equity.

In 2008, Metro Council adopted six desired shared outcomes. These outcomes serve as the region-wide vision for all of us - local governments, private companies, and non-profit organizations - to develop strategies, direct resources, and organize board of directors, employees, and community members to make progress toward these six desired outcomes. We hold the proposal up to these six desired outcomes:

Does the proposal help create vibrant communities? Depends on who you are and where you live, work, and play in the region.Vibrancy - in urban planning - describes the experience of urban and suburban environments: the livability, the attractiveness, and the diversity. The City of Sherwood has proposed a concept that includes elements that would be nice for some people, but the infrastructure required to build these elements pulls resources away from other parts of the region that have been waiting for basic infrastructure investment for decades. Vibrancy - at a regional scale - requires effective and efficient use of existing and new infrastructure to revitalize and redevelop these areas. Development and redevelopment using existing infrastructure allows us to accomplish this much faster and with bigger impact because the limited public infrastructure dollars go further and benefit more communities.

Density is also required for vibrancy. You cannot create compact, mixed use, walkable neighborhoods at 6.2 units per acre; even the COO's suggestion of 9.2-13.4 units/acre is not enough. These densities would, it seems, not even qualify for Metro's own housing bond funding for affordable housing projects. The absolutely lovely and needed projects built to date around the region with these funds are north of 24 units/acre (more than double the current density averages discussed). The proposal, thus, could create a vibrant community in a small, remote part of the region but at the expense of revitalizing other areas that more people experience.

Does the proposal help the region achieve sustained economic competitiveness and prosperity? No. Given the surplus of available industrial land inside the UGB (sites of all sizes) and high vacancy rates and underutilized commercial buildings (23% vacancy-rate region-wide), any additional industrial and commercial land as part of the proposal would enable companies to either relocate from their existing leases within the region or skip over existing leasing or development opportunities that are closer to existing populations, infrastructure, and amenities.

Does the proposal create safe and reliable transportation choices? No. The proposal perpetuates the current set of transportation choices. The Oregon Department of Administrative Services just-released Oregon Housing Needs Analysis Draft Methodology concludes that Sherwood has inadequate transit access to jobs - the lowest in the region.[3] According to Redfin, Sherwood is car-dependent with minimal transit. The expansion proposal does not include conditions for density levels that can justify transit extensions and frequent service (in contrast to the City of Tigard's River Terrace 2.0 approved in Metro's UGB swap; a swap we supported with conditions).

Does the proposal help the region be a leader on climate change? No. We are not aware of an analysis done by Metro or City of Sherwood staff to determine if this expansion proposal is consistent with Metro's Climate Smart Strategy required to meet the state's greenhouse gas emission reduction targets or Climate Friendly Equitable Communities rulemaking[4][5]. But, 1000 Friends of Oregon can analyze anticipated greenhouse gas emissions from the road extensions associated with the expansion to conclude the proposal undermines Metro's or the City of Sherwood's ability to meet goals outlined in the Climate Smart Strategy or CFEC. While the urban growth expansion plan's infrastructure needs are vague (for example, the local collector streets and costs are not addressed), a reasonable approximation of infrastructure needs include 26 - 34 miles of roads associated with residential and commercial development. Currently, Washington County has approximately 425 lane miles of class 2 and 3 facilities on which 1.6 billion vehicle miles traveled per year. This proposal - assuming the conservative 26 miles - would induce an additional 59 to 89 million vehicle miles traveled per year. Under today's conditions, the annual emissions from this increase would be .4 MMTCO2e to .9 MMTCO2e. This increase translates to approximately 8,100 more passenger cars or light trucks on the road or 4 million gallons of gas each year.[6]

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[3] Oregon Department of Administrative Services, Oregon Housing Needs Analysis Draft Methodology, p. 32 and table 12.

[4] The Climate Smart Strategy, adopted by Metro Council in 2014, fulfills a 2009 mandate by the Oregon Legislature, requiring Metro to develop and implement a strategy to reduce the region's per capita greenhouse gas emissions from cars and light trucks at least 20 percent by 2035.House Bill 2001 (2009)Oregon Senate Bill 1059 (2010). https://www.oregonmetro.gov/climate-smart-strategy#:~:text=The%20Climate%20Smart%20Strategy%20fulfills,least%2020%20percent%20by%202035.

[5] The greenhouse gas reduction target for the Portland Metropolitan area is 20% reduction by 2035 and 35% reduction by 2045, with annual targets. Annual greenhouse gas emission reduction targets for the Portland Metropolitan Area are found in OAR 664-004-0020. https://oregon.public.law/rules/oar_660-044-0020

[6] Shift. Calculated using Sherwood West urban expansion plan. September 25, 2024. https://shift.rmi.org/

In addition, the densities suggested in the COO Recommendation or Sherwood's response will not support adequate transit service in the future.

Does the proposal help the region steward clean air, water, and healthy ecosystems? No. The proposal expands development in and onto farms, forests, and watersheds. The area includes the National Tualatin Wildlife Refuge, a regionally significant habitat (designated by Metro). Metro's staff analysis notes that, at the least, development would have a moderate impact to this regionally significant habitat and, that is assuming, an effective Title 13 program, particularly for the uplands habitat.[7]

Does the proposal advance racial equity? No. The proposal threatens any progress made toward making an equitable region by pulling planning dollars and future infrastructure funds away from other areas of the region. Current and historical trends demonstrate that areas most likely to lose out on funding to Sherwood are areas with low-income communities and communities of color. These communities still suffer from lack of public and private investment: no sidewalks, dedicated bike lanes, parks, nature trails, tree canopy, and more.

The proposal does not include strategies or conditions in the proposal to make Sherwood more equitable: affordable housing set-asides or funding or staffing plans. A 1,291 acre expansion is too large of a request without any guarantee that Sherwood will be able to make itself a more inclusive, equitable community. The Oregon Department of Administrative Services just-released Oregon Housing Needs Analysis Draft Methodology indicates that Sherwood's 20-year housing need consists of 395 homes for income levels at 0-30% area median income (AMI), 279 homes for income levels at 30-60% AMI, 169 homes for income levels at 60-80% AMI, and 238 homes for income levels at 80-120% AMI. The current proposal fails to account for how the City of Sherwood is going to meet this 20-year housing need within their existing UGB let alone this expansion.

***

This process and pulse check is valuable. It is critical that we understand the true problems in order to revitalize our region and set the next generations of residents up for success. This forecast and data submitted by local governments and the private sector - tell us that space - or the availability of raw land - is neither the problem nor the solution for our region. Instead, we

[7] Metro. Sherwood North Urban Reserve Area. 2018. https://www.oregonmetro.gov/sites/default/files/2018/12/03/SherwoodNorthUrbanReserveMetroCodeAnalysis.pdf

should focus inside our UGB on policy and funding and financing solutions. We can, and must, work together on a shared agenda for creating state and federal priorities to address our issues on land readiness, housing affordability, commercial-to-residential conversions, and tax reform.

***

We are ready to assist Metro Council and/or the City of Sherwood narrow down the expansion and develop enforceable affordable housing conditions to create an innovative approach to how we plan for today's needs and a better future for all of us. My email is Sam@friends.org and my phone number is (503497-100.

Sincerely,
Sam Diaz
Executive Director

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Friday, September 13, 2024 8:08 AM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#253]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Adrienne Stacey
Email *	adriennestacey@mac.com
Address	3434 SE Brooklyn St Portland, OR 97202 United States
Your testimony	Metro started with a stellar approach to protecting land from ruin. We must continue to take this all around winning approach. We are in the middle of transitioning our thinking to include more than human needs. Be our leader Metro. Do it right, do it strong.
Is your testimony related to an item on an upcoming agenda? *	Yes

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Wednesday, September 25, 2024 3:07 PM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#268]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name * Alexandra Brown

Email * abrown5@drhorton.com

Your testimony

Dear Metro Council Members,

I am writing to express my support for the proposed expansion of the Urban Growth Boundary (UGB) to include the Sherwood West Plan. As a resident of the Portland metro area and a previous member of the Sherwood Planning Commission, I recognize the need for thoughtful and strategic planning to accommodate the region's growing population and to ensure that our communities remain vibrant, livable, and sustainable.

The Sherwood West Plan represents a significant opportunity to address the housing shortage in our region by creating a well-planned community that provides a mix of housing options, including affordable housing for families, seniors, and first-time homebuyers. Expanding the UGB to include this area will allow for the development of necessary infrastructure, parks, and other community amenities that support a high quality of life for residents.

Furthermore, the plan's focus on preserving natural resources and open spaces aligns with the values of environmental stewardship that are important to our region. The careful integration of green spaces, trails, and conservation areas within the Sherwood West Plan will help to maintain the ecological balance and provide recreational opportunities for all residents.

In addition to meeting housing needs, the Sherwood West Plan has the potential to stimulate economic growth by attracting businesses and creating jobs within the community. With a well-designed transportation network that enhances connectivity, this development will contribute to a more balanced and equitable distribution of economic

opportunities throughout.

I believe that the expansion of the UGB to include Sherwood West is a necessary and forward-thinking step to ensure that the Portland metro area can continue to grow in a sustainable and inclusive manner. I urge the Metro Council to approve the UGB expansion and support the implementation of the Sherwood West Plan.

Thank you for your time,

Alexandra Brown

Is your testimony related to an item on an upcoming agenda? *	Yes

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Thursday, September 12, 2024 10:02 PM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#252]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Andre Fortin
Email *	afortin85@gmail.com
Address	2015 SE Grant St 2015 SE Grant St Portland, Oregon 97214 United States
Your testimony	Do not expand the current urban growth boundary!
Is your testimony related to an item on an upcoming agenda? *	Yes

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Wednesday, September 25, 2024 2:03 PM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#267]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Anna Maria Ponzi
Email *	maria@amponzi.com
Address	19675 Southwest Seiffert Road Sherwood, OR 97140 United States

Your testimony

Dear Metro Council:

I'm writing in opposition to the City of Sherwood's westside expansion proposal. I grew up and now live in the Scholls Sherwood area and have watched the impact of the never-ending sprawl coming onto our precious farmland. While open land looks inviting to development, I urge the council to take a greater perspective of the long-lasting effects of these dangerous moves.

Many who do not work the land, like I do, are often disconnected to it and take it for granted. Obviously, development in farmland not only depletes our rare and rich soils forever, but presents tremendous pressure on farmers to do their jobs. Safety is a key concern of mine as I observe daily how slow moving farm equipment must now compete with high-speed commuters on our rural roads. This expansion would only impede the ability of farms and vineyards to operate as we have for centuries. Moreover, this expansion would pave over regionally significant fish, wildlife habitat and vital woodlands.

The region currently has a surplus of vacant warehouses, strip malls, outlet centers, and office space around the region. I am a firm believer in using all available property before paving over farmland that will never return. Food production is not a sure-thing, we have to continue to support it and protect it.

In its current form, the Metro Council would be failing its responsibility to steward the region's vision and achieve its six desired outcomes if it approves the proposed expansion:

1. “People live, work and play in vibrant communities where their everyday needs are easily accessible.

2. Current and future residents benefit from the region's sustained economic competitiveness and prosperity.

3. People have safe and reliable transportation choices that enhance their quality of life.

4. The region is a leader on climate change, on minimizing contributions to global warming.

5. Current and future generations enjoy clean air, clean water and healthy ecosystems.

6. Equity exists relative to the benefits and burdens of growth and change to the region’s communities.”

I encourage the Metro Council to strongly consider the long-term impacts of this decision and oppose the expansion.

Thank you.

Is your testimony related to an item on an upcoming agenda? *	Yes

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Thursday, September 26, 2024 10:04 AM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#271]

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Name *	Christina Simonton
Email *	csimonton@gmail.com
Address	8710 SW Curry Dr. Unit C Wilsonville, OR 97070 United States

Your testimony

For the record, my name is Christina Simonton. Council President and Council Members, I am a resident of Wilsonville, however I have worked in Sherwood/ Wilsonville for the past 25 years and consider myself a patron and part of each community. I speak on behalf of myself and my neighbors who are wanting to see growth and developement in Sherwood that will benefit the community and bring in thoughtful decisions for both commerce and city planning. I would consider both Wilsonville and Sherwood to be ripe for thoughful planning as they are communities experiencing current growth and needs for expansion. These are desirable communitites for living, raising famalies, and woven communities. We are in need of business that is NOT commerical/ corporate chains. We need to allow for local business owners to have a chance to thrive. I have seen first hand city mismanagement happen Wilsonville, leaving that community devoid of community businesses that help the community thrive. I travel to neighboring states (ID and WA) and see local creative and community small businesses thriving. Oregon needs to open up channels for local creative and community businesses to have a chance to come to vision too. Our communities are desparate for it. You have entrapeaurs and business developers here and now, ready to move forward with their visions and I ask that Metro support this chance for growth. Over two years of throughful planning and community support has gone into the deveopment of restaruants and community gathering spaces in Sherwood West that will bring in jobs as well as add a quality of living to the community. Thank you for your time today.

--Christina Simonton

Is your testimony related to an item on an upcoming agenda? *	Yes

Commissioner Carmen Rubio
City of Portland

September 25, 2024

President Peterson and Metro Council
Metro
600 NE Grand Avenue
Portland, OR 97232

RE: 2024 Urban Growth Report

President Peterson and Metro Council,

The City of Portland appreciates the opportunity to provide feedback on the Urban Growth Report and the Sherwood West Concept Plan. We recognize that extensive effort went into developing the Concept Plan, including engagement with both current residents and members of the development community, as well as the staff time that went into developing the Urban Growth Report.

We appreciate the Metro COO/Staff's recommendations on the proposed UGB expansion and the focus on desired goals/outcomes as the basis for developing potential conditions. We offer the following suggestions on how to add more specificity, and in some cases strengthen, the recommendations:

Additional recommendations proposed by Metro staff to inform future planning efforts

- Directing Metro staff to identify amendments to Title 11 of the Urban Growth Management Functional Plan to **require equity assessments** and **consultation with tribal governments** when planning for new urban areas.

  Recommendation: In addition to these two important changes, this work should also include requiring assessments related to carbon emissions and climate resilience.

- Directing Metro staff to undertake a planning process to **renew/update the Future Vision and the 2040 Growth Concept**.

  Recommendation: We agree that the time to start this important work is now.

Conditions of approval for UGB expansion

We appreciate the extensive planning effort that has been undertaken by the City of Sherwood to craft the concept plan for this area. We understand the practical need for those planning efforts to focus on local desires, however believe the plan – as proposed – does not adequately consider regional goals.

As such, we have concerns with the decision to expand the UGB to include the Sherwood West urban reserve and encourage Metro Council to ensure that this regional decision addresses regional goals and policies by applying sufficient conditions to ensure that the buildout of the area meets the intended purpose.

As suggested by the COO/Staff's recommendation, we think it would be appropriate for Metro Council to adopt conditions:

- **Housing Target**

  Consistent with past Metro practices, including all four expansion areas in 2018, Metro Council has adopted specific housing targets for UGB expansion areas.

  BPS has previously expressed technical concerns about the underlying UGR. We are concerned that the UGR has a mismatch between the income profile of 2044 households and the housing type mix of future households. The 2044 household forecast has only 20 percent of households with incomes greater than $150,000. Yet, the future housing mix allocates 33 percent to single dwelling detached houses. In today's housing market, a household earning $150,000 per year can only afford a $300,000 home. Given those market realities, there should be more emphasis on middle housing types to match the future household income profile.

  The City of Sherwood has committed to planning for 3,111 units (9.2 units/acre). This target is too low with too much land devoted to single dwelling detached houses on 10,000+ square foot, large lots.

  The City of Sherwood's own analysis shows that a modest increase in the middle housing development rate to 20 percent of single dwelling lots could achieve **a target of 4,100 units** (12.0 units/acre). This target better matches the future household income profile of the region.

  Recommendation: Establish a housing target of 4,100 units for the Sherwood West urban reserve.

- **Housing Affordability**

  We are concerned about the lack of emphasis on creating more affordable housing types in the Concept Plan. We recognize the challenges in providing a significant number of publicly-financed, deeply affordable housing at the edge of the region. However, there are opportunities to facilitate other types of lower-cost housing options. As we shared at the Sept 11 MPAC meeting, we think **a greater emphasis on middle housing types** (which would be achieved through a higher housing target) can create lower cost homeownership opportunities and open up the possibility of partnerships with non-profit organizations to create affordable homeownership that would be appropriate to this area.

  This increased focus on middle housing would also be consistent with the state's draft regional housing forecast that shows the need for an additional 20,000 units that are affordable to middle income (81-120% AMI) households over the next 20 years.

  Recommendation: Ensure that relatively lower-cost, middle housing options are available by incorporating the higher housing target recommended above.

- **Industrial Land Protections**

  The Urban Growth Report found an overall surplus of industrial capacity with a shortage of large lot industrial sites. We think the UGR is overestimating the supply of industrial land and support future efforts to **take a closer look at our industrial land supply** to ensure that it is sufficient to enable regional economic growth and prosperity.

  We support **adding this new industrial area to the UGB for large lot industrial use**.

  We are concerned that the City of Sherwood's regulations for industrial zones are not sufficient to ensure that this area will be used for large lot industrial uses envisioned in the concept plan. Examples of potential inappropriate uses – that do not sufficiently advance our regional employment needs – include country clubs, mini-golf, RV storage, and garden nurseries.

  Recommendation: Designate this area as a Regionally Significant Industrial Area (RSIA) on Metro's Title 4 map, in order to provide a higher level of protection than the Industrial designation. In addition, the update to the Vision and Growth Concept (mentioned above) should include a regional dialogue to evaluate our industrial land supply and ensure that it is sufficient to meet our region's needs.

Thank you again for the opportunity to provide input.

Sincerely,

Carmen Rubio
Commissioner, City of Portland

President Lynn Peterson and Metro Councilors,

Thank you for the opportunity to speak to you all about Sherwood's urban growth proposal. My name is Saerom Yoo and I co-chair the Committee on Racial Equity with Temmecha Turner. We are 13 BIPOC, immigrant and refugee community members convened to advise Council on matters that impact racial equity in our region.

CORE was asked to weigh in on the UGB process after a primarily white stakeholder roundtable of subject matter experts and industry leaders was convened. A few of our members plus others were hastily added to the roundtable and what followed was an arduous journey for those of us who hold racial equity as a core value.

While we have submitted recommended conditions of approval in writing, we believe the process is just as important — if not more so — than the outcome. We're sharing our observations and recommendations today in hopes Metro will capture the lessons learned through this process and formalize new best practices in the future. We would appreciate an update within 3 months on how the Council has decided to incorporate our feedback into future Metro decisions

Our Takeaways

The UGB process tokenized CORE and other people of color. While we're grateful that CORE was invited to weigh in on the UGB process, it was immediately clear that racial equity was an afterthought. As volunteers who meet for one two-hour meeting per month, we felt rushed to properly understand the topic, Sherwood's plan and analyze its racial equity impacts.

CORE members and other people of color who were invited to the roundtable felt unwelcome and dismissed. They immediately noted a lack of data justice, but their questions and concerns were disregarded. CORE feels strongly that without data justice, we cannot make data-based decisions on racial equity. This is why we've also submitted a recommendation on how Metro can implement data equity/justice, specifically.

There was little to no connection between the UGB process and Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion and Climate Smart Strategy. CORE members and other volunteers felt as though there was a large and substantial gap between Metro's codified, 106-page commitment to the implementation of racial equity and how we experienced the UGB process, a critical and substantial project that will impact the region for decades. The group's experience of the UGB process largely did not reflect any sort of consistent and intentional dissemination of the tenets of the SPAREDI — in project management, community engagement or involvement or data equity. Metro staff presenting on a subject also did not articulate any sort of incorporation of SPAREDI goals.

In CORE's interactions with the city of Sherwood staff, we were again surprised to observe such little consideration for racial equity, diversity and inclusion. Subject matter experts seemed to think the UGB is purely about land. Yet land has repeatedly been used to kill, abuse, exploit and marginalize Black, Indigenous, Latinx, Asian and Native Hawaiian and Pacific Islander people in our history. As a committee, we have not observed that Metro or Sherwood understands the seriousness of this history and the real threat of repeating it.

Our Recommendations

- Bake racial equity and inclusion criteria into current and future processes from the beginning, using them to guide decision-making, determine key partners and social impact.
- Train and educate every Metro staff member so they understand the historical and ongoing racial equity impacts of their department.
- Evaluate Metro data to ensure data justice.
- Evaluate Metro's methodologies in creating inclusive environments for community engagement and update best practices.
- Invest proper resources and time to allow thoughtful engagement with groups like CORE, while minimizing harm and loss of trust.
- Commit to authentic and accountable community engagement based on trust and relationships.
- Respect and accept community members' lived experience as real expertise.
- Avoid manufactured urgency and tokenization.
- Above all, center human impact. Land use is never just about land.

Conclusion

Councilors, thank you again for the opportunity to speak about a UGB process that stands to impact our region's communities for decades. We hope that our reflections can support you in building a future Metro where racial equity is intentionally centered — rather than an afterthought — in future public decision-making processes. We are available and eager for ongoing conversations in the spirit of continued growth and learning.

CORE Committee Recommendation Form

Date Presented: September 26, 2024

Title of Recommendation:
Recommendation to Enhance Equity in the Urban Growth Boundary (UGB) Process

Submitted by:
CORE Committee Members: Joseph Sullivan, Marcia Perez, Tristan Penn

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Summary of Recommendation:

The CORE committee recommends that Metro leadership implement the following equity-driven actions in the Urban Growth Boundary (UGB) decision-making process. This recommendation is based on extensive feedback from CORE members, who have expressed concerns regarding data equity and inclusive language in UGB-related communications.

Body of Recommendation:

1. **Recommendation 1: Develop a Framework for Data Equity and Justice**
    - **Concern:** The absence of a structured framework for ensuring data equity and justice in the UGB process limits the ability to make informed and fair decisions affecting marginalized communities.
    - **Suggested Action:**
      Metro should commission an expert in data equity to develop a comprehensive framework that addresses how data collection, analysis, and reporting will account for racial and social equity. This framework should guide future UGB decisions and be developed well in advance of the next cycle to ensure thorough implementation.
2. **Recommendation 2: Collaborate More Intentionally with the Metro DEI Department**
    - **Concern:** The language and framing of UGB-related documents and communications are not consistently reviewed through an equity lens, which could alienate or exclude underrepresented communities.
    - **Suggested Action:**
      Metro UGB staff should establish an ongoing collaboration with the DEI Department to ensure that all public-facing materials and internal communications are equity-centered. This includes a formal content review process, where DEI staff provide input at every major milestone.

3. **Recommendation 3: Provide Consistent Professional Development on SPAREDI**
    - **Concern:**
      Staff across departments may lack the necessary training to understand how race and equity principles intersect with their work, particularly in data analytics and large-scale projects like UGB.
    - **Suggested Action:**
      Metro should implement ongoing, practical professional development centered on SPAREDI, showing staff how to apply racial equity principles to their daily work, data analysis, and presentations. The success of the first two recommendations relies on the consistent application of this training.

How does this recommendation address barriers to equity?

Developing a data equity framework and ensuring inclusive language in all UGB-related communications will ensure that the voices of historically marginalized communities are considered and that their concerns are addressed. By embedding equity into these processes and into the minds of those at Metro who work closely with analyzing, interpreting, and making sense of data, Metro will be more effective in creating, recommending, and making informed and inclusive fair urban planning policies.

How does this recommendation improve outcomes for marginalized communities?

By integrating data equity and the expertise of the DEI Department, the UGB process will become more transparent and accessible to communities of color, low-income residents, and other underrepresented groups. It will also demonstrate that their processes are truly more than one-dimensional "racial equity community engagement" practices, but rather, practices that drill down on a data analytics level where there are missing pieces of racial justice. This will help build trust and ensure that growth decisions benefit all communities equitably.

How were marginalized communities engaged in shaping this recommendation?

CORE committee members representing diverse communities have actively participated in the UGB process and provided insights that informed this recommendation. Their feedback reflects a commitment to enhancing the participation of marginalized communities in future UGB processes.

Resources and Data:

- Feedback collected during UGB committee meetings
- Data Justice Lab- https://datajusticelab.org/about/

To: Metro Council

From: Committee on Racial Equity (CORE)

Date: September 25, 2024

The Committee on Racial Equity (CORE) is sharing its recommendations on the proposed Urban Growth Boundary expansion proposal. Our committee of volunteer community members recognizes the importance of the Urban Growth Management Decision. This expansion decision will impact our community's growth for decades to come.

In this decision, we see that our community's future is not measured only in terms of acreage, housing units, and jobs. Our community's future is also marked by how much community members have shaped how they want to see their future.

CORE's recommendations below address both this year's expansion request, as well as considerations for more expansive community engagement in future UGB processes. We've also prepared separate recommendations that address larger concerns regarding the environment Metro facilitated throughout the UGB process — in hopes that the full agency can adopt more inclusive and rigorous standards in the near future.

Ultimately, this package of communications to Metro Council are a result of a uniquely in-depth engagement from CORE. Multiple subgroups committed additional time to attend roundtable meetings and advocate for more meaningful engagement with CORE. We appreciate your attention to our insights and hope that they catalyze change.

CORE's engagement on UGB:

- **March 2023**: Staff presents an overview of the Urban Growth Management Decision
- **Nov 2023:** Staff joins CORE meeting with invitation to join UGB Roundtable.
- **Jan-July 2024:** Two CORE affiliated members participate in monthly UGB Roundtable meetings and report back at each CORE meeting.
- **Jan 2024:** Three CORE members attend a UGB 101 session with staff.
- **Feb 2024:** Staff presents UGB 101 to CORE.
- **April 2024:** CORE holds a committee member only discussion about their role and about their experiences to date. COO joins to listen.
- **June 2024:** CORE prepares for discussion with the City of Sherwood.
- **July 2024:** City of Sherwood joins CORE meeting to share expansion request.

- **August 2024:** CORE drafts recommendations to Council.
- **September 2024:** CORE reviews input from COO, public comment, Youth Cohort. Finalizes recommendations to Council.

Following this substantial time investment from CORE, here are our recommendations on the city of Sherwood's expansion request, as well as for future UGB processes:

Recommendations on current proposal:

- Conduct a community needs assessment with a regular community feedback loop around public amenities and community services, such as parks, healthcare, and transportation needs.
    - Based on the information from these community needs assessments, adopt a continuous improvement approach that includes a community oversight body, to assess response and progress on community needs assessment.
- Conduct community engagement activities in the region's most spoken languages other than English (including Spanish, Vietnamese, Chinese, Russian, Korean, and Arabic) and in Sherwood (including Spanish, Arabic, Vietnamese, Japanese, and Russian) with proactive and culturally specific outreach strategies to under-engaged communities.
- Partner with culturally and linguistically specific organizations within the local community to design a community engagement plan, conduct outreach, and other activities in order to fulfill community needs assessment work described above.
- Develop a housing plan that includes mixed levels of affordability that correspond to regional and state housing goals. Align housing affordability with salaries of projected new jobs.
- Analyze history of communities that have been excluded in Sherwood, including the proposed expansion area. Understand how communities have moved throughout time and the trends and data in community displacement. Create a reparations plan that centers the voices of people from displaced and marginalized communities and shares the economic benefits of the proposed expansion with historically displaced communities.

Recommendations on future UGB processes:

- Require future urban growth expansion applications to include racial equity assessments.

- Metro should adequately support and fund racial equity consultation.
- Require future applicants to convene a compensated and racially diverse community oversight committee to inform decision-making that produces just and equitable outcomes.

Thank you for the opportunity to submit our recommendations and your commitment to racial equity in the Metro region.

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Monday, September 23, 2024 9:56 AM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#263]

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Name *	Dan Hoyt
Email *	hoyt100@gmail.com
Address	Portland
Your testimony	Here are my questions: How will this expansion reduce burning fossil fuel? How will adding houses in exurbia reduce congestion? How will adding less than 1% to the housing stock of the region make any difference in prices? We know suburbanization has poor outcomes and the market for homes close in neighborhoods is strong, why not redevelop giant surface parking close in?
Is your testimony related to an item on an upcoming agenda? *	Yes

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Saturday, September 21, 2024 5:53 PM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#259]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Dan Hoyt
Email *	hoyt100@gmail.com
Address	Portland
Your testimony	We have decades of experience with suburban sprawl. The outcome is terrible on many levels. Let's stop doing the things that give us terrible outcomes! The City of Sherwood has a poor reputation regarding sprawl. Rather than more mistakes in Sherwood. Metro should phase-out giant surface parking lots and leverage the infrastructure and services already built by redeveloping with structured parking and mixed use development.
Is your testimony related to an item on an upcoming agenda? *	Yes

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Sunday, September 22, 2024 11:29 AM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#260]

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Name *	Dennis Christen
Email *	art827@msn.com
Address	18201 SW Edy Road Sherwood, OR 97140 United States

Your testimony

Hello METRO Council Members,

My name is Dennis Christen, Trustee and owner, with my brothers, of my parents property at 18201 SW Edy Road in Sherwood. My parents Louis and Bertha are both deceased as of years ago.

This is a small farm, just under 10 acres that my parents bought back in the 60's. It sits within the Sherwood West boundary.

Currently I rent the farmable acreage to the Harvey Brothers, local farmers and they grow and harvest a different crop each year. Currently the field is planted in wheat. Last year it was clover and oats the year before that. The Trust receives $500.00 a year from the Harvey's in rent money, nothing off the crops. The Harvey brothers do a very nice job with the field and their crops always make the field look nice, my father worked with them years ago. So we, the Christen family are not really farmers, we just own the land. This farm sits on very flat land, rare for Sherwood West and has housing developments to the south and east. Thus ideal land for future housing development.

I am writing in support of METRO including Sherwood West into the UGB during your meetings later this year.

Sherwood needs to grow and develop this land for a number of reasons. 1) Affordable housing, there is a lack of affordable housing for families moving to the area, along with retirees. 2) More families would help the enrollment at the very large Sherwood High School just off Hwy 99 and within the Sherwood West boundary. 3) Increase the number of houses paying property taxes to the city and the costs, the bonds for the schools. 4) Job growth. 5) Parks. 6) Commercial businesses along Hwy 99. 7) And it's long overdue.

I appreciate your time and know this is an important decision. Also know that a number of neighbors in the Sherwood West area support, the going forward on the UGB expansion.

Sincerely,

Dennis Christen

Trustee

Is your testimony related to an item on an upcoming agenda? *	Yes

President Peterson and Metro Council
Metro
600 NE Grand Avenue
Portland OR 97232

September 24, 2024

Dear President Peterson and Metro Councilors,

Westside Economic Alliance thanks you for this opportunity to share this testimony. We urge Metro Council to adopt a high-growth projection for population, housing and all employment lands. We also encourage Metro Council to support the City of Sherwood's expansion request.

Westside Economic Alliance is in our 26th year of working to create a vibrant and accessible economy for our region. We represent business, public-sector partners and non-profit organizations. It is this blending of perspectives that allows us to focus on issues like the Growth Management decision with a well-considered approach. We believe that we can both lean into economic opportunity and continue to create a region, and a state, where livability is centered. We support our businesses as they seek to grow regional prosperity through workforce training, expansion, and economic opportunity.

As noted in our previous testimony to COO Madrigal, it's important that we begin with the population estimates on which so much of this report rests. The early conclusion of the draft report is that regional growth is slowing because Oregon's birth rates are among the nation's lowest. Given this, the report correctly concludes that net in-migration will be the primary driver of regional population growth. The report goes on to state, "Slowing population growth also means slower job growth."

What the report fails to state clearly is that if net in-migration will be the primary source of regional population growth then our region's, and our state's, housing and economic future will be overly dependent on well-thought policy decisions that encourage growth.

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City of Tualatin

Westside Economic Alliance continues to encourage the Metro Council, to adopt high growth population forecasts for our region. It is far better to plan for growth and not see it realized than it is to plan for decline adding pressure that could result in economic stagnation or another housing crisis. Adopting the high-growth population forecast will give Metro and the local jurisdictions more flexibility to meet our communities' needs and should be viewed as a prudent public policy decision.

EMPLOYMENT LANDS

According to the Urban Growth Report, Metro staff have forecasted a surplus of Industrial land supply with a current capacity of 5,950 acres and a 20-year projection of a surplus of between 450 and 7,450 acres. However, the report also highlights some of the realities on the ground that act as major detractors to the current capacity estimate: in particular slope and lot size.

Over the course of the Urban Growth Report roundtable, we heard from developers that Oregon Revised Statute applies the definition for "buildable land" for residential construction to commercial and industrial land. As such, we learned that slopes of up to 25% are considered legally "buildable" for the purposes of all employment land, yet commercial and industrial developers say they will not consider land buildable with more than a 7% slope grade. When challenged on this, staff identified 1,300 acres with a slope greater than 10% that were counted within the buildable land inventory.

We are pleased that COO Madrigal recommended this amended slope. It confounds us why it took until 2024 to address this issue and ask Metro Council to direct staff to meet directly with industrial developers to identify other areas where staff assessment of available and buildable land do not align with the realities of effective and safe industrial development.

An additional concern with the gross figure of 6,000 acres of 'surplus' industrial land is lot size. According to the Urban Growth Report the average lot size is 3.8 acres with a median lot size of 1.7 acres. Given the overabundance of small sites and the fact that the current vacancy rate for industrial land is below 5 percent across the region, the reality is that the vast majority of this acreage could not be used to serve the industrial market.

We recommend that Metro Council direct staff to work with industrial developers and others to identify a minimum lot size that is realistic for effective industrial development. Any lots below that lot size should be removed from the overall land supply calculation.

INDUSTRIAL LAND AVAILABILITY AND SB4 LAND

As mentioned in the draft Urban Growth Report, the data and analysis of industrial land supply is not the only information that the Council may consider when determining whether there is a need to expand the Urban Growth Boundary. They may also consider whether there is a regional need for industrial sites with specific site characteristics such as larger sized sites.

The Oregon Semiconductor Task Force recommended that in order to be competitive over the next 5-10 growth cycle, the state needed to identify the following development ready sites:

- Two (2) sites of 500+ acres for advanced R&D or production fabrication operations
- Four (4) sites of 50-100 acres for device manufacturers or equipment manufacturers
- Eight (8) sites of 15-35 acres for key suppliers to the ecosystem

And while this site list is a statewide recommendation, we know that industries will often create clusters. Indeed, in EcoNW's report (Appendix 9) they note:

> The semiconductor boom in the 1990s was precipitated by the state having 2000 acres of industrial land, which led to billions of dollars of investment and doubling the industrial employee count.
>
> To prepare for the next influx of semiconductor activity, the region will need to have a supply of industrial land to support business growth and expansion. The Semiconductor Task Force's Industrial Lands Subcommittee found that the key site characteristics that the semiconductor prefers is a location near other semiconductor businesses and labor, parcels of at least 25 acres, and sites that have infrastructure in place to support development that can begin within 6 months to three years. The subcommittee identified a lack of land that met these criteria.

And, as noted on pages 55-56 of the Urban Growth Report:

> [T]he Metro Council established the following policy in the Regional Framework Plan:
>
> '1.4.6 Consistent with policies promoting a compact urban form, ensure that the region maintains a sufficient supply of tracts 50 acres and larger to meet demand by traded-sector industries for large sites and protect those sites from conversion to non-industrial uses.'
>
> Since the 2017 update of the Regional Industrial Site Readiness inventory of large industrial sites, 15 large industrial sites have developed. Six of the sites that developed are over 50 acres in size. There are ten remaining sites over 50 acres inside the UGB. Of those, two sites have marine or airport use restrictions, leaving eight sites over 50 buildable acres inside the UGB that are available to the general industrial market.

And so, the Semiconductor Task Force, the EcoNW Report and Metro's own policy recommends additional land of at least 25 acres with a push to identify 'sufficient supply of tracts 50 acres or larger' to meet the industrial needs of the region. And yet the overwhelming majority of vacant industrial land is LESS THAN 25 acres. There is an imbalance in acreage lot size availability and without a recommendation to discount acreage too small for real industrial development, Metro Council could stagnate the region's ability to leverage generational federal and state investment potential.

Given the Governor's recent decision to move forward with a supersiting effort, and given the information provided by the Semiconductor Task Force, EcoNW's report and Metro, we urge the Council to consider the 373 acres as an additive, rather than as a replacement for, an Employment Land expansion in the Growth Management Decision.

We urge Metro to consider the generational investments that may be lost should the Governor provide the extraordinary opportunity of a regional supersite for semiconductors but the region is unable to support that work due to a lack of available mid-size lots needed for a healthy cluster. We emphasize again that the Governor's authority under Senate Bill 4 is a separate and altogether different consideration for Metro Council as regards the City of Sherwood's expansion request.

CITY OF SHERWOOD EXPANSION PROPOSAL

We enthusiastically and without reservation support the City of Sherwood's request for expansion. While Metro may want to make recommendations or provide incentives to encourage certain kinds of growth, we trust the rigorous public engagement process that Sherwood has already conducted and trust that they will continue to engage their community to understand how to grow reasonably and responsibly.

As the Council considers your recommendation to staff, we urge you to keep in mind the diversity of communities across our region. WEA represents two counties, 15 cities and multiple special districts, most of whom have their own elected leadership who are on the ground, day in and day out, meeting the needs of their communities.

We encourage Metro to continue to engage in the process guided by the City of Sherwood and their residents, allowing local jurisdictions to grow in a way that best reflects the community they are working with their residents to create.

CLOSING

Westside Economic Alliance on behalf of our members, ask **Metro Council to lean into a Growth Management Decision that is aspirational**. Throughout the region we are hearing alarm bells going off that our growth in the coming decades will be reliant on in-migration.

- In-migration can be super charged through smart policy choices.
- Job growth can be ramped up through smart policy choices.
- Land readiness can be increased through smart policy choices and investments.

Adopting a high growth population scenario is the first step to unlocking the potential for smart regional policy and investments that will help our region's employers and local jurisdictions realize economic growth and prosperity.

Thank you for your time and commitment to the growth of our region.

Sincerely,

Elizabeth Mazzara Myers, Executive Director

Cc:
Ashton.Simpson@oregonmetro.gov
Christine.Lewis@oregonmetro.gov
Duncan.Hwang@oregonmetro.gov
Gerritt.Rosenthal@oregonmetro.gov
JuanCarlos.Gonzalez@oregonmetro.gov
Mary.Nolan@oregonmetro.gov

9/25/24

Dear Metro President Peterson and Council,

I am writing to support the City of Sherwood's **Urban Growth Boundary (UGB) expansion proposal**. This year, Sherwood is the only city making this request, and the impact could be significant: **4,000 good-paying jobs**, around **3,000 new homes**, and hundreds of acres of parks and natural areas.

The plan developed by staff, regional stakeholders, and community members is thorough and equitable. We applaud this outcome and strongly encourage Metro to approve the full **1,291 acres** without conditions. Adding conditions could undermine the extensive public outreach and jeopardize critical funding for the project.

Bringing new lands into the UGB requires careful planning and an environment supportive of growth. Sherwood is ready for this, having engaged the community in developing an innovative plan for complete, livable neighborhoods. Conditions proposed in recent discussions could have serious political repercussions and risk hundreds of thousands of dollars in grants. Given the severity of our housing crisis and the opportunities for economic development, the Sherwood West proposal is a prime example of planning that can benefit our region for generations. It will aid in achieving housing production goals while supporting our local economy.

For these reasons, we believe the Sherwood West proposal is a smart plan that deserves the community's support and a unanimous vote from the Council.

Thank you for your consideration.

Eric Peterson
Vice President
Brookfield Properties
Developer of Reed's Crossing, Hillsboro OR

.

HOME BUILDING ASSOCIATION
OF GREATER PORTLAND

August 22nd, 2024

Marissa Madrigal, COO
Metro
600 NE Grand Ave.
Portland, OR 97232

Cc:
President Lynn Peterson
Councilor Ashton Simpson
Councilor Christine Lewis
Councilor Duncan Hwang
Councilor Gerritt Rosenthal
Councilor Juan Carlos Gonzalez
Councilor Mary Nolan

RE: Metro's 2024 Urban Growth Report and Sherwood's Urban Growth Boundary Expansion Request

Dear Ms. Madrigal,

My name is Preston Korst and I'm the Director of Government Affairs at the Home Building Association of Greater Portland. HBA is dedicated to maximizing housing choice for all who reside in our region by shaping an environment in which industry professionals can meet the diverse needs of all communities.

I'd like to start off by personally thanking you and the rest of Metro's planning staff, including Katherine Ciarlo, Eryn Kehe, Ted Reid, Malu Wilkinson (and many more) for hosting and facilitating the Urban Growth Report Stakeholder Roundtable. This broad and diverse group of interested parties met for two hours monthly for nearly a year to discuss and debate the central tenants of the Urban Growth Report (UGR) and the impacts it will have on our region. As HBA's representative in that group, I can say that it provided much needed dialogue and reflection space for us to discuss how we as a region wish to grow. Your willingness to provide that opportunity is greatly appreciated.

In this letter, we hope to outline our industry's perspective on the 2024 Draft UGR and to provide our unequivocal support for the City of Sherwood's Urban Growth Boundary (UGB) expansion request.

For housing affordability and the overall health of our economy, HBA and many others in the housing industry urge your COO Recommendation and Metro Council to take a high-growth position when evaluating our region's land supply and housing needs in this UGR and move to approve Sherwood's UGB request without conditions.

Consider for a moment the exorbitant costs to purchase a home in our region. According to Zillow, the median home sale price in June was $521,133 (Multnomah County), $579,979 (Washington County), and

$631,000 (Clackamas County). Staggering as these figures are, they come as no surprise given that Oregon is staring down a housing deficit of 140,000 units. And if our goal is to advance economic justice and racial equity, then we must reverse these trends in a way that builds wealth and increases homeownership opportunities for more families who've traditionally been locked out of the homebuying market. In other words, WE ARE IN A HOUSING CRISIS.

- -

UGR Question #1: Which population and growth projections should Council make?

With the UGR, we believe that the focal and starting point rests primarily on the population and growth scenarios presented in the report. While the draft contains a lot to applaud—including acknowledgements of an existing regional housing shortage, changing housing choices due to the pandemic, and the creation of newly allowed middle housing options—it still includes elements that are concerning for our industry.

For one, the report concludes that regional population growth is slowing because birthrates are dropping (which of course is an established national trend). This means that in-migrating residents will be the primary driver of our population growth, as it has been in recent years. This analysis makes sense. However, the report erroneously assumes that, "Slowing population growth also means slower job growth." We respectfully disagree.

Though we concur that we can't necessarily change what the data tells us, we *can* choose policies that will bend the precision of that data towards a stronger economic future. In other words, if we use this growth report to prepare for strong economic and housing growth, we believe that in-migration will adapt towards a higher-opportunity future—if you build it, they will come. On the flipside, if we plan for anemic growth and limit our ability to adapt to the market, we'll just be realizing our own economic stagnation. In either case, it's a self-fulfilling prophesy.

UGR Recommendation #1: assume and position the report with the high-growth population scenario.

We feel that Metro would not only be wise, but would be making the most responsible public-policy decision to plan for growth, despite what projections may or may not suggest. Preparing with an attitude of a high-growth scenario provides Metro and local jurisdictions with more flexibility to plan for the future that will avoid future housing crises and economic stagnation. As we hear often from planners: *failing to plan is planning to fail*.

- -

UGR Question #2: How should Council approach housing need and development scenarios?

To start, we want to acknowledge the fact that Metro staff included in this report an existing housing shortage of 23,700 units. While many in the housing industry would argue (with additional sources) that number is considerably low, it is still an important indication of how serious our housing crisis is to Metro. Moving on from there, we appreciate the difficult work that went into calculating our housing needs over the next 20 years. And we believe it would be misleading, if not negligent, to suggest that our region's housing needs are anything except *high*. Therefore, **we urge Metro to adopt the high-forecast housing need of at least 203,200 units over the next 20 years**. This reflects a greater sense of reality than the baseline or low-point figures hold.

Additionally, in the report, Metro also makes assumptions about not only the rate of our growth, but also *how we will and should grow*. Found on pages 38-39, the report contains several assumptions for development potentials using "illustrative demand and capacity scenarios." While we aren't exactly sure which data these trends were founded upon, we do feel that they all but marginalizes and unduly prevents the construction of new, single-family homes for residents. It assumes, either through economic reality or lifestyle choices, that our region's historically strong demand for homeownership isn't a viable scenario going forward. Again, we disagree.

And importantly, just after the limited scenarios are presented, the report goes on to say that "…it will be the market, not Metro's UGR calculations, that determine what mix of middle housing and single-unit detached housing gets built…" Yet, in the way that the housing needs scenarios are presented, Metro is essentially asking its Council to do just that by attaching to their decision a condition and outcome which will essentially select which types of housing should get built. Housing construction is a market-driven industry, with the overwhelming majority being built by private developers. We believe that it is not within Metro's power or provision to attempt to guide the mix of housing the market will bear, least of all with just four narrow scenarios.

UGR Recommendation #2: Metro should adopt a high-forecast housing need. Also, it should reject the growth scenarios presented in the UGR or establish an additional scenario that creates flexibility for the housing market to adapt to the demand of consumers.

A high need scenario reflects the reality on the ground and will allow policymakers across the region take actions that will address the high cost of housing in their communities. Also, we believe that the forecasted development scenarios have been created despite the fact that nearly 4 out of 5 Oregonian's still prefer to live in a single-family home versus other housing types. And it fails to recognize the power that public-policymaking has on the creation of new housing, which could make single-family entry-level homes more affordable. Lastly, it ignores the fact that the vast majority of homeownership opportunities lie in the single-family market. We believe that Metro should consider that our region's collective desire to foster equity and economic justice will rely on the unique wealth and community-building opportunities that arise with homeownership.

City of Sherwood UGB Expansion Request

This year, the City of Sherwood is the only city requesting a UGB expansion—and we believe that it would have a tremendous impact on our region, in the form of 4,500 good-paying jobs, roughly 5,000 new homes, and the creation of hundreds of acres of parks and natural areas.

For almost two years, I had the pleasure of sitting on the Sherwood West Technical Advisory Committee which helped shape the concept planning for the area. I can say without reservation that the plan brought forward by staff, regional stakeholders, and community members has been careful, conscientious, and equitable. **We applaud the delivered outcome and encourage Metro to move forward with an approval that encompasses the entirety of the 1,291 acres as requested, *without conditions.***

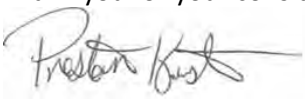
As Metro knows well, bringing new lands into the UGB requires focused planning, financing for infrastructure, and a building environment that can support growth. Fortunately, Sherwood is primed for just that. Over the last several years, the city has undergone extensive public engagement to develop a plan that is innovative, forward-thinking, and contains a variety of tools that will create complete and livable communities. However, adding conditions as suggested in a recent Council Session, could be

detrimental to that extensive outreach. There are serious political costs to adding conditions, not to mention the hundreds of thousands of dollars in grants and general fund dollars would be jeopardized if onerous restrictions are placed on this community-led design.

Given the continued severity of our region's housing crisis, mixed with the budding opportunities to capitalize on historic investments for local economic development—HBA and our partners in the housing sector view this request as a great example of a planning process that will bear fruit for generations. It will help empower our region to reach its housing production goals while creating an indispensable lifeline to a struggling local economy. For affordability and the overall supply of housing, the Sherwood West proposal is an undeniably smart plan that deserves the community's support and Council's unanimous vote.

In closing, we would like to thank Metro staff and Council for the dedicated service they offer to our communities. From long-range planning to affordable housing development, the work you do is not easy and the stakeholder groups you engage are broad and not always agreeable. We appreciate the efforts taken to develop the 2024 Draft UGR and to review Sherwood's 2024 UGB Expansion. And we implore you to consider the serious housing crisis we are facing when making your ultimate recommendations and decisions.

Thank you for your consideration of our testimony,



Preston Korst
Director of Public Policy and Government Affairs
Home Building Association of Greater Portland

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Thursday, September 19, 2024 10:58 AM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#258]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Hella Betts
Email *	hella@cascadewestern.com
Address	2729 SE 6th Ave. 19525 SW Kruger Rd – behind High School PORTLAND, OR 97202 United States
Your testimony	What land owners are not told by this group is that they do not need to sell only that lands are not worth as much as it would be if it was within the UGBV and City limits. With the ageing farmers would they not want value for their property!
Is your testimony related to an item on an upcoming agenda? *	Yes

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Monday, September 16, 2024 10:39 AM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#256]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Jeanne Roy
Email *	jeanneroy62@gmail.com
Address	6805 SW 12th Ave. Portland, OR 97219 United States

Your testimony

Hearing on the Region's Urban-Growth-Management Decision

The proposed westside expansion in the Sherwood, by allowing developers to create sprawling, expensive homes, strip malls, data centers, and warehouses, would neglect real opportunities to increase housing where infrastructure already exists. It would also exacerbate climate change, harm vital habitat, and increase air pollution,

Another westside expansion would result in urbanizing more than 1,200 acres of valuable farmland, woodlands, and watershed that would compete against our region's backlog of maintenance needs and redevelopment potential. The infrastructure required would significantly deplete the limited amount of land-readiness dollars we have.

The region currently has a surplus of vacant warehouses, strip malls, outlet centers, and office space. By adding even more commercial land and buildings, regional employers would be enticed to relocate from the center to the edge of the UGB, as just happened with US Bank. This would make it more difficult to redevelop the inner core where plenty of infrastructure already exists.

The expansion would result in expensive housing out of reach for most residents at a time when we desperately need to

build affordable housing,

New roads would encourage an automobile-oriented lifestyle with significant increases in air and carbon pollution. The expansion would also pave over regionally significant fish and wildlife habitat.

Is your testimony related to an item on an upcoming agenda? *	Yes

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Sunday, September 22, 2024 3:06 PM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#261]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Jeff Mapes
Email *	mapes.jeff@gmail.com
Address	2328 NW Glisan St. Unit 1 Portland, OR 97210
Your testimony	The City of Sherwood's proposal to convert more than 1,200 acres of rural land to urban development should be rejected by the council. The housing proposal does little to add to the serious lack of affordable housing in both the local area and in the region generally. Instead, the expansion plan adds to suburban sprawl and diverts from investment in more compact development.
Is your testimony related to an item on an upcoming agenda? *	Yes

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Thursday, September 26, 2024 11:25 AM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#272]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Jennifer Chamberlain
Email *	tereza_fox@frontier.com
Address	16335 SW Hillsboro Hwy. 16335 SW Hillsboro Hwy. Scholls, OR 97123 United States

Your testimony

As a life-long resident of Washington County (born & raised in Scholls) I have a deep love for the surrounding areas around my home. When my parents moved here, Washington Square Mall did not exist and throughout my lifetime we've watched the march suburbia sprawl across what was once beautiful rural acreage. It's breaks my heart to see more beautiful fertile lands be paved over for consumer lifestyle...ESPECIALLY when there is ample land within the existing UGB that already has infrastructure in place. Show us how well you can manage your existing urban area. Clean Portland up, make her beautiful again before asking us to trust you with even more land. Build up, not out, in order to create affordable housing and to PROTECT and PRESERVE our farms, forests and natural areas.

DO NOT allow Sherwood West expansion to happen. It is irresponsible and short-sited.

Is your testimony related to an item on an	Yes

upcoming

agenda? *

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Thursday, September 12, 2024 6:03 PM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#250]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Jordan Del Valle Tonoian
Email *	metro@jordandt.com
Address	245 SW LINCOLN ST, APT 4419 APT 4419 Portland, OREGON 97201 United States
Your testimony	REJECT UGB expansion proposal from City of Sherwood.
Is your testimony related to an item on an upcoming agenda? *	Yes

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Wednesday, September 18, 2024 9:29 AM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#257]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Kate Walker
Email *	kate@rylath.net
Address	1809 SE Hawthorne #104 Portland, OR 97214 United States

Your testimony

Hello, I'm writing about proposed changes to the Metro urban growth boundary. I am opposed to expanding the UGB in the Sherwood area. I've recently moved here from Austin Texas, which is filled with similarly built low-density housing built at the edge of the UGB. We should not be imitating the awful civic policies of Texas, as they result in ever-increasing levels of traffic congestion and car pollution. Austin, Houston, Dallas, San Antonio: all of these cities were dense and vibrant (exactly the way Portland Metro currently is) and now? Every Texas city is a hollowed-out shell filled with highways and surrounded by an ever expanding ring of low density suburbs. We should not be copying those oil-loving morons. Please do not expand the UGB.

Is your testimony related to an item on an upcoming agenda? *	Yes

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Sunday, September 22, 2024 5:22 PM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#262]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Kathryn Evers
Email *	allismemoir@aol.com
Address	13587 nw logie trail Hillsboro, OR 97124 United States
Your testimony	I am against any expansion of the UGB North of Sunset Hwy between No Plains and Helvetia. I've lived here since 1976. Hillsboro needs to use the farmland it has already stolen both N and S of the highway.
Is your testimony related to an item on an upcoming agenda? *	Yes

Testimony
to the MPAC
September 25, 2024
in Opposition to West Sherwood UGB Expansion

Topic: Capacity of Vacant Land inside Sherwood Planning Area for Jobs

For the record my name is Kristie Spurling.

I live in Sherwood, near the proposed UGB expansion area.

I am a supporter of the West of Sherwood Farm Alliance.

The Alliance commissioned an analysis of what could be developed on the vacant land already inside the city of Sherwood plus the land inside the Brookman area and the Tonquin Employment Area that were previously added to the UGB.

We paid the Metro's Data Resource Center to identify vacant lands inside the Sherwood planning area, which include 275 acres of vacant commercial, mixed use, and industrial lands.

Using the *Sherwood West Concept Plan's own employee density numbers*, the vacant employment zoned lands inside Sherwood and the Tonquin Employment Area are sufficient for 5,527 jobs of the type they are projecting in the expansion area.

Using vacant lands would save taxpayers and ratepayers hundreds of millions of dollars in taxes and fees to pay for new infrastructure. Sherwood's projected funding shortfall of $58 to $70 million for new infrastructure would become irrelevant.

It would conserve the Class A and Class I wildlife habitat in and around Chicken Creek and highly productive farm and forestlands.

Please reject the COO's recommendation and direct your staff to prepare an alternative to meet any regional and local needs for additional jobs on vacant land inside Sherwood and the region's UGB,

Thank you for this opportunity to testify.

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Friday, September 13, 2024 12:32 PM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#254]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Liam Whitworth
Email *	liamrwhitworth@gmail.com
Address	1650 NW 21st Ave Apt 511 Portland, OR 97209 United States

Your testimony

I think Metro should focus on improving quality of life for all residents through using data on life expectancy by zip code, household costs and affordability, and age-friendly communities. I don't want to expand the urban growth boundary.

Metro can ensure that the region builds the housing its residents need, where they need it, and at reasonable price points by focusing development and redevelopment in existing vacant and underused lands, where there is already public investment in infrastructure.

Metro can support different kinds of transportation options that lower air and carbon pollution, make life less expensive for residents, and reduce congestion and driving times.

Our region's resources and low weather extremes offer a position of strength, but only if Metro stewards them well.

I'm confident that the quickest way to regional success involves building upon the area's existing footprint.

Thank you so much for considering this.

Is your testimony related to an item on an	Yes

upcoming

agenda? *

Georgia Langer

From: Mallory Cochrane <mallory@birchsocial.com>
Sent: Wednesday, September 25, 2024 10:08 AM
To: Legislative Coordinator
Subject: [External sender]Public Comment - 9/26/24 Council Meeting

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To the Metro Councilors,

I am writing in regards to the Public Hearing for 2024 Urban Growth Management: Chief Operating Officer Recommendations discussion at the upcoming Council Meeting on 9/26/24. I am a resident and small business owner in Sherwood and would like to see Metro approve the Sherwood West Concept Plan as proposed by the Sherwood City Council and widely supported by the Sherwood community. In this moment, you have the power to shape our community; I urge you to consider the future we are building for generations to come.

My business, Birch Social, is a local food consulting and marketing company in which my clients are small, local farms. My 10+ years of experience working in the food and agriculture industry, paired with my Master's degree in Food Systems and Society, makes me acutely aware of how land use and development affect our communities, environment and local food system. Too often land is used exclusively as a commodity, for short term financial gains, with prioritization of profit over sustainable land use and community needs.

There is vast potential for a new paradigm in land use to emerge and for Sherwood, it begins with the expansion of the UGB. It may seem counterintuitive for someone dedicated to local agriculture to support this expansion, but growth is imminent and there are ways to accommodate this that also protect farmland and even enhance the local food economy.

I empathize with the concerns of residents opposed to the growth of our city - I do not want to see sprawling housing developments without greenspaces or walkability, nor transportation networks that harm our environment and disrupt privately owned land. However, the Sherwood West Concept Plan serves as a framework for land use that includes considerations for these valid concerns. Without expansion of the UGB and adoption of this plan, future growth in our city will almost certainly be decided by developers and result in land access disparities, environmental degradation, and loss of community pride.

This moment offers an unprecedented opportunity to build and create a future for our city that is based in thoughtful, inclusive and sustainable land use. We can be an example for the rest of Oregon, and the nation, of what this new paradigm could look like and the many advantages it would bring to our community.

Growth in our city is inevitable and we need the UGB expansion to accommodate the increase in population and businesses. It is critical that smart growth practices be applied to the Sherwood West area so that we are future-proofing development in a way that enhances our community, increases economic prosperity and protects farmland, natural spaces and resources.

I appreciate your time and thoughtful consideration of this important matter.

Sincerely,
Mallory Cochrane

--
Birch Social
hello@birchsocial.com
@birchsocialoregon
Celebrating the power of local food from field to table

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Wednesday, September 25, 2024 3:24 PM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#269]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Nancy Ponzi
Email *	nancy@lwdvineyards.com
Address	22230 Jaquith Rd. Newberg, OREG0N 97132 United States
Your testimony	This testimony is submitted in regard to the Metro Council UGB expansion proposal from the city of Sherwood. I'm in strong opposition to the proposal based on the concerns presented by 1,000 Friends of Oregon dated September 9, 2024. Richard Ponzi LAURELWOOD VINEYARDS
Is your testimony related to an item on an upcoming agenda? *	Yes

Georgia Langer

From: Niki Munson <NMunson@riversidehome.com>
Sent: Wednesday, September 25, 2024 12:13 PM
To: Legislative Coordinator
Cc: Preston Korst
Subject: [External sender]Urban Growth Management Decision/Sherwood UGB Testimony

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Ms. Madrigal,

As a member of the Home Building Association of Greater Portland, I fully support and agree with the testimony provided to you by Preston Korst, Director of Public Policy and Government Affairs.

Riverside Homes has been doing business in the Portland Metro Region since 1989. We purchase, entitle, and develop land and then we build homes on the land we develop. I have been with Riverside since 2002. We have constructed around 2,000 homes in my time with the company. Never before have we struggled, as we are now, to find land to develop so that we can continue to build homes. It is my opinion, based on my experience, that the biggest factor affecting our regions affordability crisis is the lack of supply of land.

Please support Sherwood's request to expand the UGB so that companies like Riverside, regionally owned private companies, can continue to do business in this state.

Thank you for your consideration of my testimony.

Niki Munson
Land Acquisition and Development Manager
Riverside Homes
15350 SW Sequoia Parkway, Suite 320, Portland, OR 97224
503-645-0986 ext 104 (office) or 971-222-9965 (cell)

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To: Metro Council Lynn President Peterson
Metro Councilor Ashton Simpson, District 1
Metro Councilor Christine Lewis, District 2
Metro Councilor Gerritt Rosenthal, District 3
Metro Councilor Juan Carlos González, District 4
Metro Councilor Mary Nolan, District 5
Metro Councilor Duncan Hwang, District 6

CC: Marissa Madrigal, Chief Operating Officer, Metro
Catherine Ciarlo, Director of Planning, Development and Research

Date: 20 September 2024

We write in support of the August 23rd letter from 1000 Friends of Oregon regarding the Urban Growth Report and Sherwood Urban Growth Boundary Expansion.

We offer the specific focus of a lens based on three transportation crises in our region:

- Greenhouse Gases - Transportation represents 40% or more of the GHG generation in our region and despite Climate Smart and other RTP policies, continues to grow.

- Safety - Our transportation system continues to unacceptably kill and seriously injure residents of our region at an increasing rate. The deadly toll is recited at every JPACT meeting.

- Funding - The counties and cities of our region are developing an increasing backlog of deferred maintenance due to the effects of inflation, fuel economy and electrification.

In light of these urgent issues, development at the edge of the region, far from the

backbone of our transit system and with a heavy concentration on single-family construction, will make these issues worse and will drain resources from addressing these crises.

While we appreciate the inclusion of an affordable housing component in Sherwood's expansion plan, we believe households are better served by creating location-efficient affordable housing on existing main streets and transit corridors within the UGB.

We urge you to follow the recommendations of 1000 Friends and promote policies that drive development centered on existing transportation assets, especially main streets and station area communities.

Thank you.

No More Freeways PDX
Bike Loud PDX
Portland: Neighbors Welcome

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Wednesday, September 25, 2024 6:23 PM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#270]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Olivia Morgan
Email *	oamorgan90@gmail.com
Address	526 NE Graham St Portland, OR 97212 United States

Your testimony

I am writing this testimony from a Portland address because I cannot afford a home in Sherwood where I grew up. The proposed UGB expansion west of Sherwood plans for low-density, high-price housing. This expansion ignores other available urban reserves that are located along major transportation corridors and instead locates the expansion in irreplaceable farmland that lacks roads, public transit, and other necessary infrastructure. Recent nearby UGB expansions along Scholls Ferry still lack access to transit and sufficient water infrastructure for the expanded population.

The City's plan discusses developing denser, more affordable housing but discards it because right now there is more demand for the high priced housing included in the proposal. But bowing only to current demand is short-sighted and will prevent young people and families from moving to the area-now and in the future. In the long term this will mean an aging population and a lack of workers in the area.

Metro has acknowledged the need for denser development and better public transit to meet long-term planning goals. The City of Sherwood's current proposal would only make these goals harder to achieve.

Is your testimony related to an item on an upcoming agenda? *	Yes

September 26, 2024

President Lynn Peterson
Councilor Ashton Simpson
Councilor Christine Lewis
Councilor Gerritt Rosenthal
Councilor Juan Carlos Gonzalez
Councilor Mary Nolan
Councilor Duncan Hwang

Metro
600 NE Grand Avenue
Portland, OR 97232

Dear President Peterson and Metro Councilors,

I am writing on behalf of the Portland Metropolitan Association of Realtors® (PMAR) regarding the COO and staff Urban Growth Management recommendations. We earlier weighed in on the Urban Growth Report, and appreciate the extensive work Metro's staff put into the report and the Urban Growth Report Stakeholder table; it was a welcome opportunity to better understand the report's underlying work, data, and assumptions, and to discuss some of our region's challenges and opportunities with other stakeholders.

PMAR recognizes the Portland region is lacking tens of thousands of homes necessary to meet our growing population and that people in our community suffer due to this lack of housing. Our region's current level of housing construction is 10.1% below the long-term average, and no where near on pace to catch up with past underproduction, let alone accommodate future growth. Portland in particular is struggling to keep up with needed housing production; the city is on track to produce only 500 new units this year, when the forecasted need by 2045 is more than 120,000 new homes.

As a region, we must do much more to meet our housing needs. Accordingly, PMAR strongly urges Metro to support the Sherwood West expansion proposal.

As a region, we must embrace land use, development, and zoning principles that provide and encourage an abundant mix of housing types that meets community needs and provides sufficient housing for current and future residents. Restrictive land use regulations play a major role in stymying the proliferation of new housing. **Growing the Metro area's capacity for housing**

development removes a significant barrier to housing construction. Getting the 2024 growth management decision right will support the continued growth and prosperity of our entire region: That starts with adopting the higher growth population forecasts in the Urban Growth Report, to set the stage for nearer term policy decisions and actions that will in turn foster stronger population growth, and help our region realize economic growth and prosperity.

PMAR also urges you to support the City of Sherwood's expansion proposal, particularly the 340 net acres of residential land proposed in the Sherwood West Concept Plan, which would support the creation of approximately 5,000 new homes.

PMAR believes that there is no one-size-fits-all to housing and that a vast array of homes of various types and at various price-points are needed to serve members of the community, accommodate new residents, and ensure that members of our community can buy a home that fits their unique needs. While Metro may want to make recommendations or provide incentives to encourage certain kinds of housing development, **PMAR would discourage prescriptive requirements or new regulations that would limit Sherwood's housing development options**.

PMAR is committed to working collaboratively with Metro and other stakeholders to ensure that our region's growth management decision is implemented in a way that benefits all residents and facilitates growth of the housing market. Thank you for the opportunity to weigh in on this important decision.

Michele Gila
Director of Realtor® Advocacy

REVITALIZE PORTLAND COALITION
A real estate collective creating a better city to live and work

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COALITION

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September 24, 2024

Lynn Peterson, Chair
Members of the Metro Council
Metro
600 NE Grand Ave.
Portland, OR 97232

Dear Chair Peterson and Members of the Metro Council:

Thank you for the opportunity to address the Metro Council and the recommendations of the Chief Operating Office and Metro Staff. I chair the Economy and Housing Committee of the Revitalize Portland Coalition, which is a coalition of industry associations and firms in commercial and residential real estate. That is, we represent real estate developers, brokers, property managers, investors, architects, and construction firms. I'm also a professor emeritus in the Business School at Portland State University, having founded the PSU Center for Real Estate.

I will mostly comment on the housing market assumptions in the report. On the employment side, the lack of land is most acute for the industrial real estate community. Given the shift to online retailing, we have a strong need for industrial warehouses, which require flat land and proximity to Interstate 5. The current land shortage in Metro's UGB is steering industrial developers to Woodburn, Ridgefield, and other non-Metro communities.

Housing Market

RPC endorses the view of the Metro staff report on August 22, 2024, that "[T]he greater Portland region is facing a housing shortage crisis." (Metro, August 26, 2024, p.1) This housing crisis reflects both long-term chronic problems and recently implemented barriers to housing production. We are concerned that Metro staff isn't addressing this crisis very effectively.

The long-term problem is that this region is suffering from a "starvation land diet" that has been imposed by Metro decision-makers over the last 40+ years. Since 1970, the MSA regional population has grown by roughly 80%. By contrast, the urban growth boundary has been expanded by only 15%, with half that acreage coming in the ineffectual Damascus expansion in 2002.

The impact of the land constraint has been slowly developing, but inexorable. Population growth in the 1980's was sluggish, as subdivision developers were able to work with existing vacant land inside the

loosely set urban growth boundary. The boundary steered development in certain directions, but land buyers had options.

By the early 1990's, development activity and housing prices picked up, and landowners acquired more of a monopoly position on supply. Developers had to add additional infrastructure costs to development (eg, terracing) and adopt more expensive medium and high-density development models.

In response to rising home prices, developers learned to build 2-story housing and have smaller backyards. Properties along the existing urban growth boundary became the location for numerous master-planned communities, such as Forest Heights, Bethany, Villebois, and other communities. Multi-family developers found new opportunities, either along arterial streets, or within master-planned communities mentioned above.

Over time, however, these development opportunities have closed off. The 1979 UGB was initially a loose binding constraint, that steered development away from some places towards other places. By the 1990's, the scarcity of land put economic power in the hands of landowners, who were able to impose costs on the development community and, ultimately, homebuyers and tenants.

Moreover, many of the higher density development models end up costing more on a per square foot basis. Home buyers and renters typically experience cost savings in the move from 1-story to 2-story construction. However, 5-story construction, which is now common in close in Portland and close-in Beaverton, generally requires 50% higher rents. True high-rise construction beyond that 5-story limit generally requires an additional 50% boost in rents.

These additional housing costs are justified when the neighborhood offers a high level of amenities, attracting high-income households. However, when higher cost, high-density construction becomes the marginal housing units being supplied by the market, that pushes up housing prices and rents across the entire region.

These land-diet policies have slowed down economic and population growth, as the COO and staff document in their report. To some eyes, this slowdown in growth is exactly what the region wants. However, Oregon lies next to California, a large population state that is shedding population due to its own housing cost problems. Nearby states such as Washington, Oregon, Nevada, Arizona, and Colorado should be experiencing faster than normal population growth.

Unfortunately, our urban growth boundary has not been able to keep pace with the demand to live in the Portland metropolitan area, as shown in the table below. Housing production has consistently fallen from the 1990's to the 2000's to the 2010's. Not only do we suffer from the 25,000-housing unit deficit from the Great Recession (2008-2011), but we continue to underperform in terms of housing production in "normal" years. In the last decade, the 3-county region produced 16% fewer housing units per year than it did during the 1990's.

Annual Building Permits, 1990-present

	Multnomah	Washington	Clackamas	Clark	4-County Total	3-County Total
1990-1999	3,154	5,031	2,697	3,973	14,855	10,882
2000-2007	3,872	4,118	2,205	3,483	13,678	10,195

2008-2011	1,684	1,405	854	995	4,939	3,943
2012-2023	4,458	2,946	1,778	3,635	12,817	9,182
1990's-now	+41%	-41%	-34%	-9%	-14%	-16%

One of the surprising results of this tabulation is the growing importance of Multnomah County in the housing production of the region, whether seen as a 3-county region or a 4-county region. That increase comes entirely from multi-family construction, particularly 5-story construction in the City of Portland. Single-family construction in Multnomah County is down by 43% in the last decade vs. the 1990's. Multifamily construction in Multnomah County is up 127% over the same period. However, those increases in apartment units in Portland don't make up for the loss of single-family construction in the region. As noted earlier, the popular 5-story construction model is both smaller in square footage (accommodating few residents) and more expensive on a square foot basis, as discussed above. Moreover, as Appendix 3 notes, the number of people who work in their own home has increased from 11% to 21% of the workforce, increasing the demand for larger housing units.

In its July 9, 2024, Draft Urban Growth Report, Metro staff uses 5 pages to discount the potential for urban growth boundary expansions to provide significant amounts of housing, Using the example of the 1998 Happy Valley expansion, they found that 660 acres of land added to the UGB resulted in 6,200 homes being permitted (p. 11). In the 2002 Bethany expansion, staff found that 716 acres of UGB expansion has resulted in 573 homes built, with a total of 5,000 housing units planned. In both cases, they found the majority of housing units built were single-family units (58% and 68%), which is what you would expect for housing developed on the metropolitan fringe. They found similar racial and ethnic characteristics of residents in the expansion areas, and they found discounts of townhouse prices relative to single-family home prices, which is what you expect from having shared walls and smaller square footage.

The conclusion of Metro staff from these comparisons is that UGB expansions are a tough way to provide new housing and that three other regions (Austin, Denver, and Atlanta) had similar cost increases despite not having an urban growth boundary.

One result that Metro staff could have noticed is that development takes a huge amount of time. Happy Valley's build out of its 1998 expansion took as much as 36 years, and in Bethany, only 12% of the planned housing units have been developed after 24 years. These long time periods suggest that development is complicated, particularly when new development is expected to pay for costly upgrades to existing public services, and local and regional governments decline to pay for needed infrastructure improvements.

Cities are reluctant to sponsor expansions because whatever benefits the local community receives from new housing supply in terms of moderated prices and rents are shared among all the cities in the region. It's not as if Happy Valley or Bethany see reduced housing costs and nearby communities do not. The natural market for housing is metropolitan in scope, therefore we need regional subsidies for infrastructure to help make housing development actually happen.

Notice that, Metro staff have delivered a recommended housing and employment need that almost exactly matches the numbers that the City of Sherwood would provide, suggesting that the required conclusion directed the analysis. Instead, staff should recognize that the fact of only one jurisdiction pursuing an expansion suggests that more incentives are needed to get cities to plan for new expansions.

The decision by Metro staff to compare Portland's housing market to those of Austin, Denver, and Atlanta, equally misses the point of that data. These are much larger metropolitan areas than Portland and all three have faster population growth, and yet two out of three have lower housing prices

Portland Housing Market Comparison

	MSA Population	2010-19 Pop. Growth	2021 Median SF Price	2023 Median SF Price
Denver	3.01m	+16.7%	$607,100	$661,000
Portland	2.51m	+4.7%	$536,400	$584,000
Austin	2.47m	+29.8%	$488,600	$481,200
Atlanta	6.31m	+13.9%	$317.200	$374,000

In their report, Metro staff claim that "Austin, Denver, and Atlanta have similar housing prices to greater Portland, which could indicate that the UGB does not have significant impact on affordability in greater Portland." This is propaganda.

On closer examination, housing costs in two of these three regions are much lower (Austin and Atlanta). Austin is coping with very fast population growth without any increase in home prices. And Atlanta is a much larger metropolitan area in terms of population, which is normally an indicator of high prices, and yet has prices that are much lower. Home prices in Denver are higher than the Portland area, but that can be explained by its faster growth and higher population base.

A more appropriate metric for assessing the impact of Portland's UGB would be to look at land prices on either side of the urban growth boundary. In many places in the region, land inside the UGB sells for 20 times the value of land outside of the boundary. Metro staff pay homage to the intent of the land use planning system that protects agriculture and natural areas, but that sentiment leaves out the question of housing costs and whether the trade-off is a good one.

Projected Population Growth

In the July 9, 2024, Draft Urban Growth Report, Metro staff make projections about the amount of population growth that the region would experience in the next 20 years. Metro is required to include sufficient land inside the UGB to handle 20 years' worth of population and employment growth.

On pages 18-19 of the report, Metro displays the current population of the region, 2.51 million and three possible endpoints in 2044, 3.28 million, 2.90 million, and 2.52 million. Those outcomes are labeled the high, baseline, and low growth scenarios. While having three scenarios seems reasonable, those three growth rates analogous to the 2010-2019 growth rates in Sacramento, California; Louisville, Kentucky; and Buffalo, New York.

Portland Metro Population Growth vs. Other Metro Areas
9-year growth projection for Portland
2010-19 for other Metro areas

Portland Projected	High	+10.2%
Portland Projected	Median	+5.3%
Portland Projected	Low	-0.1%

Portland Actual	1990-2000	26.5%
Portland Actual	2000-2010	15.5%
Portland Actual	2010-2019	4.7%
Austin	2010-2019	+29.8%
Denver	2010-2019	+16.7%
Atlanta	2010-2019	+13.9%
Sacramento	2010-2019	+10.0%
Louisville	2010-2019	+5.2%
Buffalo	2010-2019	-0.7%

Notice that Metro staff have adopted population growth scenarios for the next 20 years that are far below the Portland area's growth rate in 1990-2000 and 2000-2010 and far below the three metropolitan areas that were identified to be good comparisons on page 15 in the report (Austin, Denver, and Atlanta). The baseline population projection by Metro staff is effectively that of a slow-growing, older rustbelt city, Louisville, Kentucky. Using such a moribund local economy as a model is a recipe for slow growth.

Moreover, the inclusion of a modest growth rate scenario like the +10.2%, which is like that of Sacramento, California in the last decade, is discounted later in the report. On page 34, Metro staff adopt the language of "high, baseline, and low," but the high and low numbers only refer to housing capacity inside the UGB, plus or minus 20%. Had staff chosen to treat a Sacramento-level of population growth as feasible, that would have required 327,000 new housing units. In Metro staff's "high scenario", the housing unit need falls to 244,200 (p. 34).

On balance, these projections suggest a risky path for Metro. A modestly high growth rate scenario, like Sacramento in the 2010-2019 decade, would be completed unsupported by our current urban growth boundary. In addition, Metro staff has washed away any problems with its modified high-growth scenario by assuming widespread adoption of middle housing and higher density multi-family housing.

Middle Housing Assumption

On page 40 of their report, Metro staff finds that 10% of the housing in 2013-2022 were middle housing and 57% was multi-family, for a total of 67%. Yet Census reports of building permits for the same period show only 60%. Staff should explain this inconsistency. Staff then make projections that middle housing will grow to 21% of the market with little evidence.

These projections are contradicted by data from Multnomah County, which has experienced the longest exposure to the "end of single-family zoning", as represented by the City of Portland's Residential Infill Project. To demonstrate this, we've constructed a table of the number of housing units permitted in Multnomah County that are either single-family, 2, 3, or 4-unit developments. Hence, this won't include large cottage clusters, but it shows all the duplex, tri-plex, and quad developments in the County. Granny flats are mixed in with all the other single-family units.

Multnomah County Middle Housing Production
Housing Units Built in 1–4-unit developments

	Single-Family	2-4 Units		Single-Family	2-4 Units
2010	1,420	45	2017	1,567	266

2011	1,688	63	2018	790	270
2012	1,718	55	2019	519	242
2013	1,582	101	2020	521	71
2014	1,567	106	2021	502	103
2015	1,659	157	2022	721	55
2016	1,756	198	2023	851	89

A reasonable interpretation of this data is that the City of Portland's Residential Infill Project (2020) has had minimal effects on the development of middle housing. Part of this may be the early adopters of granny flats and duplexes developed their units before the law passed and not many others have chosen the same path. Installing a duplex on your property requires a unique property and a unique type of owner. The supply of both is limited and might better be modeled as a depletable reserve.

Moreover, the optimism about expansion of middle housing to the rest of the region will face other limits. Cities have been busy developing codes for flexible housing development across their jurisdiction. Presumably, the demand for these units will be greatest in high-income suburban neighborhoods where lots are larger, and amenities are greatest. Yet many of those same neighborhoods are governed by private zoning rules that prevent building a second housing unit, subdividing a property, much less tearing down a structure to build apartments. Assuming this type of housing will comprise 21% of the market across the Metro area is wishful thinking. (see p. 40). No one at the state or local level is negotiating with neighborhood associations to loosen these rules.

Again, we are not arguing that this change in state and local zoning policy was a mistake. We need to have a flexible zoning policy that allows for neighborhoods to convert from exclusively single-family to a mix of housing types. However, we shouldn't assume that this transition is easy. Moreover, we should recognize that creating master planned communities like Villebois and River Terrace that integrate middle housing into neighborhoods that are otherwise single family is much easier to do with new greenfield communities. It's easier to resist NIMBY-ism before the single-family residents have arrived.

Other Barriers to Housing Development

Excessive housing development regulation is a national problem largely created at a local government level. In Oregon, we often make comparisons to traditional single-family zoning in California and elsewhere and pride ourselves on initiatives like the Metropolitan Housing Rule, the 2040 Growth Concept, the Residential Infill Project, and other initiatives to prove that we have avoided the California disease. Californians may hate density, but we favor dense development to protect our forests and farmland.

Yet as we demonstrate above, high density comes at a cost in terms of rents and prices at a per square foot level. The most expensive rooms in a housing unit – the kitchen and the bathroom – comprise a greater percentage of apartment square footage than it does in a single-family house. And high-density construction like the 5-story apartment requires an expensive concrete podium. True high-rise development requires expensive steel and concrete construction. Some of this can be mitigated with mass timber construction, but the costs remain higher.

Homeowners and renters can mitigate the high cost of housing by living in smaller units, raising their children in bunk beds, and using living rooms as bedrooms or home offices, but these are adaptations, not desired outcomes.

Our goal should be to build as many housing units as possible and ensure that these units are spacious, high amenity units. Put differently, Oregon receives about 45,000 migrants each year from California, many of whom come with considerable equity. We should strive to produce sufficient housing production to soak the demand of these in-migrants. The alternative is that they will move into existing housing and bid up prices in those neighborhoods.

As part of this policy, we need to remove regulations on rents in new apartment buildings. Since the legislature permitted inclusionary zoning in 2019, Portland and other cities have adopted this regulation. These policies require apartment developers to make a portion of their apartments (sometimes 5% or 10%) rent at below-market rates. In effect, the lost income will need to be paid by higher rents for market rate development.

This policy is problematic on several levels. First, most low-income households rent an apartment at market rates, with a small minority receiving a subsidized unit or a rent voucher. Second, new housing units tend to be more expensive than existing housing. To give one example, the Portland Housing Bond funded projects with an average cost of $446,000 per apartment. By comparison, a sample of sales of existing apartments in the city had an average price of $181,000. By focusing on new construction rather than vouchers, we raise the cost of rent assistance. Finally, by placing a development tax on new construction in the form of inclusionary zoning, we have reduced housing supply and raised rents for most low-income households who do not have a subsidy. Hence, this policy is inequitable, inefficient, and counter-productive.

We need greater oversight by Metro on the policies of local governments, particularly the City of Portland, that drive up housing costs. A recent Johnson Economics study found that the City of Portland required an average of 413 days to process permits, much slower than the City of Beaverton (275 days) and the City of Hillsboro (204 days). To reduce that number, the City needs to place its development review staff in the city's general fund, rather than using permit fees as a funding mechanism. Besides allowing fees to be lower, using general funds will ensure that there's a consistent workforce for development review, rather than a lot of firing during a downturn. To give another example, the City of Portland doubled the geographic scope of Design Review, which adds 3-6 months to a development timeline for minimal costs. And the City applies its Seismic Code to conversions of office buildings to apartments, even though many existing apartments of similar vintage are grandfathered.

In effect, we believe that Metro staff should become the overseers of municipal regulation of housing development in the region.

RPC's Recommended Land Use Policy

We believe that the goal of the Metro Council should be to reverse the trends towards ever-rising housing costs. We need Metro to become a "Yes in My Back Yard" advocate, rather than succumb to the NIMBY impulses of Metro staff and some of your constituents.

Towards that end, Metro should place its urban reserves inside the Urban Growth Boundary, provide funding for nearby jurisdictions to conduct the comprehensive planning, and remove Metro's veto on landowners and developments from planning new exurban residential development. The goal should be to release a large amount of land at once to create an urgency among property owners in the land market and to soak up the demand of migrants from California and high-income home buyers.

Below is a list of Metro's urban reserves and their acreage.

Metro's Urban Reserves

Cluster	No.	Name	Likely Jurisdiction	Acres
East Metro	1c	Gresham East	Gresham	857
	1d	Boring	Gresham…?	2,716
	1f	Boring-Highway 26.	Gresham…?	680
	2a	Damascus South	Happy Valley…?	1,223
Northwest	8c	Bethany West	Beaverton…?	72
	2	West Union	Hillsboro…?	440
	3	Bendemeer	Hillsboro…?	577
	4	Hillsboro South	Hillsboro	940
	7b	David Hill	Forest Grove	328
Oregon City	1	Holly Lane-Newell Creek	Oregon City	700
	2	Beaver Creek Bluffs	Oregon City	124
	3	Maplelane	Oregon City	573
	4	Henrici Road	Oregon City	360
	5	Holcomb	Oregon City	380
Sherwood	5b	Sherwood West	Sherwood	1,291
	5f	Tonquin Road	Sherwood	600
	5d	Brookman Road	Sherwood	447
	5a	Sherwood North	Sherwood	123
Stafford	4a, 4b	Borland	Tualatin	1,354
	4c	Stafford	Lake Oswego/West Linn	3,198
Wilsonville	4e	I-5 East	Wilsonville	848
	4f	Elligsen Road North	Wilsonville	633
	4g	Elligsen Road South	Wilsonville	256
	5g	Grahams Ferry	Wilsonville	63
TOTAL				18,783

These 18,783 acres would amount to a 7.2% increase in the Portland Metro Urban Growth Boundary. That level of expansion would represent something similar to the 17,756-acre expansion in 2002 in Damascus but would be more effective in that most reserves are proximate to an existing city. In some cases, critical infrastructure needs to be provided to make the land more accessible (eg, bridge, sewer connection). Having Metro develop funds to pay for those critical infrastructure investments would be helpful, as cities only experience a small amount of the benefit from lower housing prices. Since housing markets are regional, infrastructure support should be regional.

To understand the impact, Appendix 2 of the Draft Urban Growth Report gives estimates of the amount of housing that will be produced (or is planned) for areas recently added to the UGB.

Metro's New Communities

City	Name	Acres	Housing Production
Beaverton	Cooper Mountain	1,232	5,300

Tigard	River Terrace 2.0	500	4,541
Sherwood	Sherwood West	1,291	4,500
King City	Kingston Terrace	528	3,576
Wilsonville	Frog Pond	495	2,016
Hillsboro	Reed's Crossing	463	1,700
Hillsboro	Witch Hazel Village	150	1,068
Wilsonville	Clermont	27	89
TOTAL		4,686	22,790

In reviewing the list of urban reserves, some of them are less likely to develop than others. For example, several of the East Metro urban reserves are far removed from a neighboring jurisdiction and would require a major highway to become accessible. That would allow Metro to investigate whether there is a land swap for similar acreage in the Tualatin Valley, where there is good demand and flat terrain. That would allow Metro to substitute something better than the hard-to-develop parcels in Multnomah or Clackamas County.

Sincerely,



Dr. Gerard C.S. Mildner
Revitalize Portland Coalition

To: the Metro Council
From: Stu Peterson SIOR

I am a commercial real estate broker of 42 years experience, specializing in Industrial properties in the SW metro area. I have been involved in transactions with most of the large employers in that area. Never have I seen such a dearth of Industrial land available for growing businesses to expand into. As of this date there is literally only a single industrial site for sale that is ready to build of more than 5 acres. Further, in a normal year of industrial absorption of space, current inventories underway or permitted, would only be enough for 18 months' supply. Many of the SW regions manufacturers are expanding due to onshoring of many critical components of Semiconductor and other sensitive industries and land to accommodate these requirements is in critical short supply.

The Sherwood West industrial land included in the application for Metro's consideration as expansion, is of the utmost importance. Sherwood is a city that welcomes business and has long not had enough industrial zoned land to develop. The city has great demographics and is an ideal city for the regions employers to expand into. The future supply of Industrial zoned land is an overlooked factor in land use planning, that has long paid disproportionate attention to housing, and not enough to the employment land that supports all facets of a community and its development.

Best Regards

Stu Peterson SIOR

September 24, 2024

To: Metro Policy Advisory Committee Members
Re: UGB Expansion Recommendation to the Metro Council Testimony
Fr: Todd Christiansen

My name is Todd Christiansen
I appreciate the opportunity to provide important feedback and my point of view to the committee. My wife Shannon and I have been Sherwood residents for over 20 years. We also own property in the proposed expansion area near the high school.
We are opposed to the proposal and are asking the committee to reject the city of Sherwood's request to expand the UGB.

I understand that land use planning is an extremely complicated, multi-dimensional issue, and is always contentious. The committee is tasked with making important decision(s) that have far reaching, generational consequences. As you evaluate this request, my asks of the committee are very simple:

1. Follow the FACTS and DATA
    a. Metro's own economic forecast, including data on population growth and housing, need does not support the NEED for expansion of this scale
2. Follow the Metro Charter/Guidance
    a. I ask the Committee to evaluate the request, by following the prescribed legislation, purpose and protocol for UGB expansion based on **need**. The charter does NOT and should NOT be influenced by special interests.
3. Consider all perspectives and be truly objective
    - Many of us are concerned that this hearing is simply symbolic or a check in the box. It may be that some of you have already decided to approve.
    - Some indications of this include:
        - what was said, and not said, in your work session on the urban growth report and COO recommendation
        - Councilor Gonzalez announcing his support for the proposal on July 11, before the official public comment period even began, perhaps reflecting the fact he, and other members, have received major campaign contributions from people and businesses who have a financial stake in UGB expansion

However, it is an important reminder that the responsibility and duty for all members is to engage and consider **all** testimony. I ask that you listen carefully, and genuinely consider the discussion. You may even hear something that will stimulate you to assert your leadership role, ask questions, and consider whether there is truly demonstrated need for the UGB expansion at this time. If you do so, I am confident agree that the answer is No.
.
Thank-You

To: Metro Council Lynn President Peterson
Metro Councilor Ashton Simpson, District 1
Metro Councilor Christine Lewis, District 2
Metro Councilor Gerritt Rosenthal, District 3
Metro Councilor Juan Carlos González, District 4
Metro Councilor Mary Nolan, District 5
Metro Councilor Duncan Hwang, District 6

CC: Marissa Madrigal, Chief Operating Officer, Metro
Catherine Ciarlo, Director of Planning, Development and Research

Date: 20 September 2024

We write in support of the August 23rd letter from 1000 Friends of Oregon regarding the Urban Growth Report and Sherwood Urban Growth Boundary Expansion.

We offer the specific focus of a lens based on three transportation crises in our region:

- Greenhouse Gases - Transportation represents 40% or more of the GHG generation in our region and despite Climate Smart and other RTP policies, continues to grow.

- Safety - Our transportation system continues to unacceptably kill and seriously injure residents of our region at an increasing rate. The deadly toll is recited at every JPACT meeting.

- Funding - The counties and cities of our region are developing an increasing backlog of deferred maintenance due to the effects of inflation, fuel economy and electrification.

In light of these urgent issues, development at the edge of the region, far from the

backbone of our transit system and with a heavy concentration on single-family construction, will make these issues worse and will drain resources from addressing these crises.

While we appreciate the inclusion of an affordable housing component in Sherwood's expansion plan, we believe households are better served by creating location-efficient affordable housing on existing main streets and transit corridors within the UGB.

We urge you to follow the recommendations of 1000 Friends and promote policies that drive development centered on existing transportation assets, especially main streets and station area communities.

Thank you.

No More Freeways PDX
Bike Loud PDX
Portland: Neighbors Welcome

WASHINGTON COUNTY
Coordinating Committee

Committee members:
(alphabetical by jurisdiction)

Stephanie Jones, Mayor
City of Banks

Lacey Beaty, Mayor
City of Beaverton

Jef Dalin, Mayor
City of Cornelius

Keith Jehnke, Mayor
City of Durham

Malynda Wenzl, Mayor
City of Forest Grove

Bill Martin, Mayor
City of Gaston

Steve Callaway, Mayor
City of Hillsboro

Shawna Thompson, Mayor
City of King City

Teri Lenahan, Mayor
City of North Plains
WCCC Vice-Chair

Tim Rosener, Mayor
City of Sherwood

Heidi Lueb, Mayor
City of Tigard

Frank Bubenik, Mayor
City of Tualatin
WCCC Chair

Nafisa Fai, Commissioner
Washington County

Julie Fitzgerald, Councilor
City of Wilsonville

September 3, 2024

Metro Council
600 NE Grand Ave.
Portland, OR 97232

Re: 2024 Growth Management Decision

Dear Chair Peterson and Metro Councilors,

Thank you for the opportunity to comment on the draft Urban Growth Report (UGR) and Sherwood West urban growth boundary (UGB) expansion proposal. The 2024 growth management decision is the blueprint for how Metro Council will lead the region in planning for future housing development and employment opportunities. This decision will have a particular impact on Washington County with Metro Council's consideration of the City of Sherwood's UGB expansion proposal.

The Washington County Coordinating Committee strongly supports the Metro Chief Operating Officer's recommendation to expand the Metro UGB to include the 1,291 acres within the Sherwood West urban reserve area.

The city has demonstrated their readiness to serve the area with governance and infrastructure as required by Metro's Urban Growth Management Functional Plan. The City's plan envisions that up to 5,582 housing units and 4,524 jobs could be accommodated in the expansion area. We all understand that providing housing is of paramount importance in our region and statewide.

Sherwood has demonstrated, through their local analysis and planning efforts, that the proposed Sherwood West employment area has the site suitability characteristics to attract more of the types of industry that Sherwood has successfully recruited to the city in recent years. The draft

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UGR shows there is employment land in the Metro region; however, it is largely made up of small to medium-sized parcels which are not especially conducive to attracting industrial development. Sherwood West can provide larger lot industrial land to help meet the needs of employers. In addition, Washington County's employment rate is higher than that of the region, and employers are currently developing within Sherwood and adjacent cities. Sherwood has demonstrated that they are a place where people want to both work and live.

Thank you for your consideration. We look forward to continued partnership with Metro to make Washington County a great place to live and work.

Sincerely,



Frank Bubenik
Chair, Washington County Coordinating Committee

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Monday, September 23, 2024 10:50 AM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#264]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name * Wesley Ward

Email * wesleytward@comcast.net

Address
4315 SE 16th Ave
Portland, OR 97202
United States

Your testimony

RE: Sherwood UBG expansion

Based upon the uncertainty of economic and population trends as documented by Metro, I urge Metro Council not to approve the expansion of Sherwood's UBG to accommodate potential housing and industrial growth. More attention should be given first to making better use of existing industrial land in Portland and other cities. I would suggest postponing decisions on UBG expansion until economic and population trends become clearer or tlaking an incremental approach rather than approving the full expansion proposed by Sherwood. Regarding expansion for housing, I would also suggest an incremental approach that requires a mix of housing types to create optimum density rather than allowing the "market" to dictate the housing mix. It appears that there are many ways to increase housing capacity within the Metro area, but there are very few if any ways to replace lost farmland. Metro should encourage the Land Use and Development Commission to close loopholes in exclusive farmland and forestland zoning.

Is your testimony related to an item on an Yes

upcoming

agenda? *

PORTLAND METROPOLITAN ASSOCIATION OF REALTORS®

September 26, 2024

President Lynn Peterson
Councilor Ashton Simpson
Councilor Christine Lewis
Councilor Gerritt Rosenthal
Councilor Juan Carlos Gonzalez
Councilor Mary Nolan
Councilor Duncan Hwang

Metro
600 NE Grand Avenue
Portland, OR 97232

Dear President Peterson and Metro Councilors,

I am writing on behalf of the Portland Metropolitan Association of Realtors® (PMAR) regarding the COO and staff Urban Growth Management recommendations. We earlier weighed in on the Urban Growth Report, and appreciate the extensive work Metro's staff put into the report and the Urban Growth Report Stakeholder table; it was a welcome opportunity to better understand the report's underlying work, data, and assumptions, and to discuss some of our region's challenges and opportunities with other stakeholders.

PMAR recognizes the Portland region is lacking tens of thousands of homes necessary to meet our growing population and that people in our community suffer due to this lack of housing. Our region's current level of housing construction is 10.1% below the long-term average, and no where near on pace to catch up with past underproduction, let alone accommodate future growth. Portland in particular is struggling to keep up with needed housing production; the city is on track to produce only 500 new units this year, when the forecasted need by 2045 is more than 120,000 new homes.

As a region, we must do much more to meet our housing needs. Accordingly, PMAR strongly urges Metro to support the Sherwood West expansion proposal.

As a region, we must embrace land use, development, and zoning principles that provide and encourage an abundant mix of housing types that meets community needs and provides sufficient housing for current and future residents. Restrictive land use regulations play a major role in stymying the proliferation of new housing. **Growing the Metro area's capacity for housing**

development removes a significant barrier to housing construction. Getting the 2024 growth management decision right will support the continued growth and prosperity of our entire region: That starts with adopting the higher growth population forecasts in the Urban Growth Report, to set the stage for nearer term policy decisions and actions that will in turn foster stronger population growth, and help our region realize economic growth and prosperity.

PMAR also urges you to support the City of Sherwood's expansion proposal, particularly the 340 net acres of residential land proposed in the Sherwood West Concept Plan, which would support the creation of approximately 5,000 new homes.

PMAR believes that there is no one-size-fits-all to housing and that a vast array of homes of various types and at various price-points are needed to serve members of the community, accommodate new residents, and ensure that members of our community can buy a home that fits their unique needs. While Metro may want to make recommendations or provide incentives to encourage certain kinds of housing development, **PMAR would discourage prescriptive requirements or new regulations that would limit Sherwood's housing development options**.

PMAR is committed to working collaboratively with Metro and other stakeholders to ensure that our region's growth management decision is implemented in a way that benefits all residents and facilitates growth of the housing market. Thank you for the opportunity to weigh in on this important decision.

Michele Gila
Director of Realtor® Advocacy

Oregon Metro

COO Hearing on City of Sherwood UGB Expansion Proposal

September 26, 2024

Comments from Friends of the Tualatin River NWR Complex

Friends of the Tualatin River National Wildlife Refuge Complex is a non-profit group that promotes the conservation and welfare of the Refuge while working to enrich the lives of citizens through education. Friends work with and support the U.S. Fish and Wildlife Service in programs that promote education about natural resources, provide opportunities for enhanced visitor experience, and implements efforts to retain and enhance habitat for dependent species.

Friends have had a long and productive relationship with the City of Sherwood. In fact, citizens of Sherwood were instrumental in the creation of the Refuge and in its growth to date. In this regard, the proposal to expand the Urban Growth Boundary has special significance to Friends. Given the continuous and rapid growth of development in the area surrounding the Refuge, the presence of the Refuge has become even more of an "oasis" of natural habitat and a valued place for people to find quiet paths to walk.

Friends respect the need for careful planning as the City of Sherwood envisions its future. Given our long and productive relationship with the City we note the care given to recognizing the existence of the Refuge. Concurrently, we are extremely concerned about detrimental impacts to the Refuge that would result from future development along the watersheds that feed Chicken Creek, which directly affects the Refuge. The map provided that identifies initial plans for the future has outlined habitat conservation areas that would meet Title 13 Riparian and Upland standards as outlined by Metro and Friends applauds that designation and the protection it affords to the Refuge. We ask that this protection be given the utmost priority if development should be undertaken.

Based on our long relationship with the City of Sherwood, Friends anticipates that if the proposal for expansion of the UGB proceeds that there will be ample opportunities to share our thoughts and to work closely and cooperatively with the City planning for the future use and protection of this precious land.

Thank you for the opportunity to comment on this important proposal.

Cheryl Hart, President

Friends of the Tualatin River National Wildlife Refuge Complex

From: Jean Simson <SimsonJ@SherwoodOregon.gov>
Sent: Thursday, September 26, 2024 10:27:51 PM
To: Lynn Peterson <Lynn.Peterson@oregonmetro.gov>; Ashton Simpson <Ashton.Simpson@oregonmetro.gov>; Mary Nolan <Mary.Nolan@oregonmetro.gov>; gerrit.rosenthal@oregonmetro.gov <gerrit.rosenthal@oregonmetro.gov>; Christine Lewis <Christine.Lewis@oregonmetro.gov>; Juan Carlos Gonzalez <JuanCarlos.Gonzalez@oregonmetro.gov>; Duncan Hwang <Duncan.Hwang@oregonmetro.gov>; Eryn Kehe <Eryn.Kehe@oregonmetro.gov>; Catherine Ciarlo <Catherine.Ciarlo@oregonmetro.gov>
Cc: Tim Rosener <RosenerT@SherwoodOregon.gov>; Jean Simson <SimsonJ@SherwoodOregon.gov>; Eric Rutledge <RutledgeE@SherwoodOregon.gov>
Subject: [External sender]Planning Commissioner's Testimony on Sherwood West

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Good evening, Chair Peterson and Metro Councilors,

Thank you for your service on the Metro Council and your time on this year's Urban Growth Boundary process. I share your commitment to volunteering on behalf of our community to improve the lives of the people we serve. I have been a resident of Sherwood since 1998 with over 20 years of volunteer service. I am writing to you as the Chair of the Sherwood Planning Commission and a member of the Sherwood West CAC.

The Sherwood West Concept Plan received unanimous support from the Planning Commission after extensive engagement with Sherwood residents, property owners, housing developers, and public service providers. One core message that came across clearly during the planning process was the need for more housing options and affordability. At the same time, the Sherwood community was concerned that excessive growth in Sherwood West would change the small-town feel that we consider essential to our quality of life. The resulting plan is a compromise – one that will achieve a variety of housing options while maintaining an overall density that was accepted by the Sherwood community in cooperation with our Metro partners.

Here are some of the key housing features this plan includes:

- At full build out, an estimated 3,117 new units or 9.2 units per net acre
- A minimum of 43% of new units will be missing middle and multi-family housing
- Innovative zoning types including cottage cluster only and middle housing only zones to provide opportunities for first time home buyers and empty nesters.

The Concept Plan also proposes an expansion of the regional trail system that is a highlight to our region's livability. New trails will provide enhanced public access to Chicken Creek, Cedar Creek, and the Tualatin River National Wildlife Refuge. The city is in the process of constructing a new pedestrian bridge over Highway 99W. The bridge will connect Sherwood West to the existing city limits at the new Sherwood High School. The mixed-use zoning around the school will provide for more housing and jobs opportunities.

Sherwood is committed to thoughtful planning and growth over time. We believe the Sherwood West Concept Plan will serve our community and the region with needed housing, jobs, and additional protection of open space.

We look forward to working with you and the Metro staff in the coming years to implement our shared vision of Sherwood West.

Thank you for your considerations.

Jean Simson

Planning Commission Chair

City of Sherwood

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600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes
September 25, 2024

MEMBERS PRESENT	AFFILIATION
Sharon Meieran	Multnomah County
Kristin Greene	Oregon Department of Land Conservation and Development
Mark Shull	Clackamas County
Thomas Kim	TriMet
Tim Rosener	Other Cities in Washington County
Pam Treece (Chair)	Washington County
Mary Nolan	Metro Council
Brett Sherman	City of Happy Valley, Other Cities in Clackamas County
Omar Qutub	Citizen of Multnomah County
Gerritt Rosenthal	Metro Council
Sherry French	Special Districts in Clackamas County
Joe Buck	City of Lake Oswego, Largest City in Clackamas County
Duncan Hwang	Metro Council
Steve Callaway	Largest City in Washington County
Jim Duggan	Tualatin Valley Water District
Miles Palacios	Tualatin Hills Park and Recreation District
Ty Stober	City of Vancouver
Glen Yung	Clark County
Luis Nava	Citizen of Washington County
Denyse McGriff	Largest City in Clackamas County
Terri Preeg Riggsby	Special Districts in Multnomah County

MEMBERS EXCUSED	AFFILIATION
Emerald Bogue	Port of Portland
Vince Jones-Dixon	City of Gresham, Second Largest City in Multnomah County
Ted Wheeler	City of Portland
Brian Hodson	City in Clackamas County outside UGB
James Fage	City in Washington County outside UGB
Carmen Rubio	City of Portland
Ed Gronke	Citizen of Clackamas County
Susan Greenberg	Governing Body of a School District
Keith Kudrna	Other Cities in Multnomah County
Alison Tivnon	Second Largest City in Washington County

ALTERNATES PRESENT	AFFILIATION
Laura Kelly	Oregon Department of Land Conservation and Development
Anthony Martin	Largest City in Washington County
Kevin Teater	City of Beaverton

OTHERS PRESENT: Stephen Roberts, Kevin Cook, Adam Torres, Medha Pulla, Dan Rutzick, Anna Slatinsky, Marc Farrar, Jeffrey Kleinman, Fiona Lyon, Hayley Still, Eric Rutledge, Sarah Iannarone, Jamie Stasny, Mariann Hyland, Daniel Mal, Tiffany Gehrke, Schuyler Warren, Alexandra Brown, Brendon Haggerty, Ariel Nelson, Jaimie Lorenzin, Joe Gall, Teddy Russell, Katherine Kelly, Cheryl Bell, Dan Dias

STAFF: Georgia Langer, Sam Hart, Roger Alfred, Catherine Ciarlo, Malu Wilkinson, Ted Reid, Jaye Cromwell, Eyrn Kehe, Ted Reid, Estee Segal, Marta McGuire, Laura Combs, Marissa Grass, Robyn Stowers, Clint Chiavarini, Tom Stuart, Kim Ellis, Anneliese Koehler

1. CALL TO ORDER, INTRODUCTIONS, CHAIR COMMUNICATIONS

MPAC Chair Pam Treece called the meeting to order at 5:00 PM.

Metro staff Georgia Langer (she/they) called the role.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

MPAC Chair Pam Treece read aloud the instructions for providing public testimony.

Jacob Apenes – Apenes, a member of the Urban Leage's Youth Cohort, emphasized the need for more high-paying jobs and affordable housing, and expressed concerns that the Sherwood West plan lacks sufficient density, walkability, and environmental sustainability, urging for more dense, mixed-use housing to meet the goals set for the area.

Troy Williver – Williver, a supporter of the West of Sherwood Farm Alliance, testified against the Sherwood West plan, arguing that Sherwood's housing preferences for low-density, expensive single-family homes contradict the region's need for affordable housing. He highlighted the mismatch between Sherwood's current housing prices and median income levels, calling for the rejection of the staff recommendation and citing concerns over transportation capacity due to new construction.

Diane Jarvis – Jarvis, another supporter of the West of Sherwood Farm Alliance, testified against the COO recommendation to expand Sherwood's UGB, citing an analysis of vacant land within Sherwood's current planning area that could meet housing and employment needs as well as preserve wildlife habitats and farmland.

David Nemarnik – Nemarnik, a resident of Sherwood and supporter of the West of Sherwood Farm Alliance, testified against the COO recommendation, emphasizing that Sherwood has enough vacant land to meet housing and employment needs without expanding the urban growth boundary. He criticized Metro staff for not presenting alternative plans and urged the Council to consider more compact, community-focused development rather than continuing with sprawling growth.

Todd Christiansen – Christiansen testified against the COO recommendation, arguing that Metro's own forecasts do not support the need for expansion. He also expressed concern that decisions may have been influenced by campaign contributions and urged the committee to carefully consider all testimony before making a decision.

Seeing no further testimony, Chair Treece moved onto the next agenda item.

3. COUNCIL UPDATES

Councilor Hwang provided updates on the following topics:

Housing: Metro Council is working with partners to explore potential areas of agreement for improving housing outcomes and services, with a focus on shared success.

Future Regional Housing Funding: Discussions continue about extending the SHS tax, expanding spending to include affordable housing, and considering reforms for oversight, with a potential measure for the 2025 ballot.

Planning, Development & Research: Step 2 of the Regional Flexible Funds Allocation is open for applications from local governments to support transportation infrastructure projects until Nov. 15, 2024.

TV Highway: Metro and TriMet are seeking community feedback on station locations for the TV Highway Transit Project through an online survey available until Oct. 13.

Waste Prevention and Environmental Services: Metro is hosting a roundtable on Oct. 7 to discuss business food scraps recycling, a key effort in reducing food waste and carbon emissions.

DLCD Deputy Director Kirstin Greene provided an update on the following topics:

Oregon Housing Needs Analysis (OHNA) Allocation Methodology: The draft methodology required by House Bill 2001 (2023) has been released, and public comments are being accepted through October 4. There are opportunities to provide input at the LCDC hearing on September 27 or via written comments.

OHNA Rulemaking: LCDC will hold a public hearing on the draft rules on October 25. Public comments will be accepted through November 14, with final adoption expected at the December 5/6 meeting.

Goal 5 Cultural Areas Rulemaking: A public hearing on the proposed rule will be held on September 26, with final adoption anticipated at the December 5/6 LCDC meeting. Additional resources, including webinars and informational sessions, are available.

Goal 9 Target Industries Approach Rulemaking: A public hearing will take place on September 26, with final adoption also expected at the December 5/6 meeting.

Farm and Forest Modernization Program Rulemaking: An update was published on September 26, with opportunities for public engagement.

Mayor Steve Callaway suggested decoupling two elements of the expansion proposal and to vote on them separately. Chair Treece consulted Roger Alfred, Metro Attorney, on the legal viability.

With no further discussion, Chair Pam Treece moved on to the Consent Agenda.

4. CONSENT AGENDA

Chair Treece noted that there were two items on the consent agenda: Metro Technical Advisory Committee (MTAC) Nominations for Member/Alternative Member Positions and Consideration of the July 24, 2024 MPAC Minutes.

MOTION: Moved by Mayor Joe Buck and seconded by Mayor Steve Callaway.
ACTION: With all in favor, the consent agenda passed.

Seeing no further discussion, Chair Treece moved onto the next agenda item

5. ACTION ITEMS

5.1 UGB Expansion Recommendation to Metro

Chair Treece introduced Eryn Kehe, Urban Policy and Development Manager, Metro, and Ted Reid, Principal Regional Planner, Metro, to present on the topic.

Chair Treece proposed that MPAC make a recommendation to the Metro Council to approve the COO/Staff recommendation, with amendments providing additional recommendations.

MOTION: Moved by Mayor Steve Callaway and seconded by Commissioner Mark Shull
ACTION: Motion passed 10-1 with 3 abstentions.

Presentation Summary

Presenters outlined the current stage of the Urban Growth Boundary expansion decision-making process, highlighting ongoing discussions among Metro's committees, county partners, and community leaders regarding the COO and staff recommendations. They emphasized the extensive public feedback received during the 45-day comment period, which included concerns about housing affordability, job opportunities, farmland preservation, and infrastructure impacts. The presentation detailed the proposed addition of the Sherwood West Urban Reserve to the UGB, including conditions for housing density, affordability protections, and industrial site safeguards. Additionally, presenters discussed future growth management strategies, such as updating regional planning documents to address climate change and racial equity and enhancing tribal consultations. They also provided an overview of upcoming meetings and deadlines, setting the stage for a final decision by December.

Council Discussion

Sherry French emphasized the importance of farmland, and asked why this issue is not up for a vote to the people. Reid explained that one of Metro's core functions is managing the Urban Growth Boundary.

Mayor Tim Rosener reminded people that this is not an annexation plan.

Mayor Joe Buck asked presenters to go through the differences between the concept plan and the conditions, and Kehe explained that the density number is the main difference.

Commissioner Sharon Meieran brought up that the Governor is likely to use her executive authority to add many additional acres to Oregon's application to the federal research lab, and asked how staff included that in their evaluation. Presenters responded that the information is very new and they do not know enough yet to wrap it into their analysis, but that they need to keep the process moving to meet the deadline required by the state.

Commissioner Mark Shull expressed concern over the lack of attention for larger industrial parcels in this plan, as well as urged attention to readiness.

Vice Chair Brett Sherman clarified that if this recommendation goes through, it will not guarantee that the land will be developed, it only opens the opportunity to be developed. Presenters confirmed that no property owners will be forced to do anything with the land they already own.

Councilor Mary Nolan asked what contributions from the Youth Cohort were incorporated into the recommendation. Kehe offered the full report from the Youth Cohort and noted affordable housing as a key part of their discussions.

Mayor Callaway asked if the slope requirements were changed to 5% how many acres would be left, and Reid responded that they would need to find those numbers.

Mayor Rosener commented that some of the assumptions that were used to create these models could be looked at more closely, like slope and other factors for land readiness.

Metro Attorney Roger Alfred and Mayor Callaway discussed the legal procedures of decoupling this vote.

Councilor Sherman commented that MPAC, as an advisory board, can approve this overarching recommendation but also give feedback on it for its next phase going to Metro Council.

Chair Treece explained further the ways that recommendations from MPAC can be passed along to Council, but they cannot change the COO's recommendation.

Kristin Greene asked if models took historic underproduction into account, and Reid confirmed that they did.

Thomas Kim pointed out that the expansion is mostly single-family zoned, which does not align with TriMet's goals of density that can be served better by them.

Mayor Rosener asked for clarification on why the COO's recommendation cannot be amended, and Malu Wilkinson explained how MPAC can recommend amendments or considerations for the Metro Council.

Amendment 1

Mayor Callaway proposed the amendment that MPAC would recommend to Metro Council that they adopt the high growth forecast instead of the baseline forecast.

MOTION: Moved by Mayor Steve Callaway and seconded by Mayor Joe Buck
ACTION: Motion passed 10-2 with 1 abstention.

Kehe described some of the changes that would need to happen to include this amendment.

Councilor Sherman clarified what those changes would affect, and Reid explained that most forecasts have overshot growth rather than underestimated it.

Councilor Ty Stober brought up that housing and employment is a regional issue and expressed concern with the low-density target that is proposed.

Mayor Rosener described the years-long process with the community to agree on this plan, and that that process would have to be restarted entirely if Metro were to impose a higher density requirement.

Amendment 2

Commissioner Carmen Rubio proposed an amendment adding two parts to the recommendation:

1. In order to achieve a mix of housing types, the Metro Council should establish an expectation for a minimum number of homes. This should be 4,100 units or an average of 12 units per acre, which is slightly higher than the range proposed by the city of Sherwood's adopted Sherwood West Concept Plan (base density of 9.2 units per acre to a maximum density of 16.4 units per acre). The difference between these reflects the actualization of "missing middle" housing allowed by HB 2001 (2019). The city of Sherwood would determine housing mix details in their comprehensive planning process.
2. Staff's recommendation to create and protect large industrial sites is intended to achieve widely shared goals to grow our region's high-tech manufacturing sectors. The Metro Council should establish specific goals or restrictions to make sure this happens by designating this area as a Regionally Significant Industrial Area (RSIA) on Metro's Title 4 map.

MOTION: Moved by Commissioner Carmen Rubio and seconded by Commissioner Sharon Meieran
ACTION: Motion failed 9-3 with 1 abstention.

Mayor Rosener explained how the current proposal interacts with HB 2001, noting the opportunity for higher density because of that.

Kevin Teater asked if units per acre were based on net or gross numbers, including natural areas, and Kehe responded that they used net.

Amendment 3

Commissioner Shull proposed an amendment to recommend that Metro create and host or commit to having Senior staff participate in a task force ending no later than mid-2025 with a report back to the Council highlighting opportunities for creating growth and capacity models that are more reflective of

market realities. The goal will be to work with local jurisdictions and private sector partners to address the employment lands challenges identified through the UGR process including but not limited to slope and lot size.

MOTION: Moved by Commissioner Mark Shull and seconded by Vice Chair Brett Sherman
ACTION: Motion passed 7-2 with 5 abstentions.

Amendment 4

Mayor Buck proposed an amendment to recommend that Metro shall not impose any additional requirements on the City of Sherwood that are not articulated in the Sherwood West Concept Plan.

MOTION: Moved by Mayor Joe Buck and seconded by Vice Chair Brett Sherman
ACTION: Motion passed 8-5 with 1 abstention.

Final UGB Expansion Recommendation Vote

Chair Treece proposed that MPAC make a recommendation to the Metro Council to approve the COO/Staff recommendation, with the approved amendments.

MOTION: Moved by Mayor Steve Callaway and seconded by Commissioner Mark Shull
ACTION: Motion passed 10-1 with 3 abstentions.

6. INFORMATION/ DISCUSSION ITEMS

6.1 Garbage and Recycling System Facilities Plan- Phase 4 Draft Plan

Chair Treece introduced Marta McGuire, Director of Waste Prevention and Environmental Services, Metro, Estee Segal, Principal Solid Waste Planner, Metro, and Luis Sandoval, Principal Solid Waste Planner, Metro, to present on the topic.

Presentation summary

McGuire outlined the development of WPES's Regional Systems Plan. The presentation highlighted the collaborative 18-month process involving local governments, industry, and community partners. The plan focuses on four key investment areas: community depots for waste drop-off, support for reuse and repair businesses, organics infrastructure improvements, and partnerships for commercial garbage management. The plan aims to address system gaps, especially in underserved areas, with public input shaping the final version. The team emphasized engagement, including public comment, before the plan's adoption in December.

MPAC Member Discussion

Commissioner Shull expressed concern about RWAC and if everything will be done by December.

McGuire explained that the various committees that WPES has already been engaging with, and noted that October is the month they plan to spend engaging with MPAC further on this topic.

Mayor Rosener emphasized how significant a small increase like this is and suggested that RWAC has another pass at it. He noted how much lower the rates are outside of Portland and commented that the study did not look further into why rates are so high in Portland.

7. ADJOURN

Chair Pam Treece adjourned the meeting at 7:28 pm.

Respectfully Submitted,

Sam Hart

Sam Hart
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF September 24, 2024

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
5.1	Presentation	09/25/2024	UGB Expansion Recommendation Presentation	092524m-01
6.1	Presentation	9/25/2024	Garbage and Recycling System Facilities Phase 4 Draft Plan Presentation	092524m-02

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Metro Policy Advisory Committee (MPAC) agenda

Wednesday, September 25, 2024 **5:00 PM** **Metro Regional Center, Council chamber, https://zoom.us/j/95889916633 (Webinar ID: 958 8991 6633)**

1. Call To Order, Declaration of a Quorum & Introductions (5:00PM)

Please note: This meeting will be held in person at the Metro Regional Center Council Chambers with opportunities to join online. You can join the meeting on your computer or other device by using this link: https://zoom.us/j/95889916633 or by calling +1 669 900 6128 or +1 877 853 5257 (Toll Free)

If you wish to attend the meeting, but do not have the ability to attend by phone or computer, please contact the Legislative Coordinator at least 24 hours before the noticed meeting time by phone at 503-813-7591 or email at legislativecoordinator@oregonmetro.gov.

2. Public Communication on Agenda Items (5:05PM)

Public comment may be submitted in writing and will also be heard by electronic communication (video conference or telephone). Written comments should be submitted electronically by mailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 pm on the Wednesday before the meeting will be provided to the committee prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the item on which you wish to testify; or (b) registering by email by sending your name and the item on which you wish to testify to legislativecoordinator@oregonmetro.gov.

Those requesting to comment during the meeting can do so by using the “Raise Hand” feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Council Update (5:10PM)

4. Consent Agenda (5:20PM)

4.1 Metro Technical Advisory Committee (MTAC) Nominations for Member/Alternative Member Positions — COM 24-0830

Attachments: MPAC Worksheet
MTAC Nominations Memo
Attachment 1

4.2 Consideration of the July 24, 2024 MPAC Minutes — 24-6131

Attachments: 072424 MPAC Minutes

5. Action Items (5:25PM)

5.1 UGB Expansion Recommendation to Metro Council (5:25PM) — COM 24-0837

Presenter(s): Eryn Kehe, she/her
Ted Reid, he/him, Metro

Attachments: MPAC Worksheet - MPAC Recommendation to Council
2024 COO Staff Recommendation
UGR Summer 2024 Public Comment Report - Draft

6. Information/Discussion Items (6:15PM)

6.1 Garbage and Recycling System Facilities Plan- Phase 4 Draft Plan (6:15PM) — COM 24-0836

Presenter(s): Marta McGuire (she/her), Metro
Estee Segal (she/her), Metro
Luis Sandoval

Attachments: MPAC Worksheet
Attachment A - SFP Values and outcomes summary

7. Adjourn (7:00PM)

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January 2021

6.1 UGB Expansion Recommendation to Metro Council

Action Items

Metro Policy Advisory Committee
Wednesday, September 25th, 2024

MPAC Worksheet

Agenda Item Title: UGB Expansion Recommendation to Metro Council – MPAC action

Presenters: Eryn Kehe, she/her; Ted Reid, he/him

Contact for this worksheet/presentation: Laura Combs, she/her

Purpose/Objective
The purpose of this item is to continue MPAC's engagement in growth management topics so that it is prepared to advise the Metro Council on its regional growth management decision in late 2024.

Under state law, Metro must assess – at least every six years – whether there is a regional need to expand the urban growth boundary (UGB) to ensure adequate room for 20 years of expected housing and job growth. UGB expansions are only allowed if there is a demonstrated regional need for more land.

To assess the growth capacity of the existing UGB, Metro worked with cities and counties to inventory buildable land and used a financial feasibility model to estimate how much housing or job development may occur on already developed lands over the next two decades. To assess future demand, Metro staff prepared the regional population, household, and employment forecast and discussed how those forecasts are used for a regional housing needs analysis and the employment land demand analysis. Additionally, Metro staff completed a supplemental employment analysis specific to the Sherwood West expansion proposal to understand if the proposed expansion area offers specific site characteristics to meet regional needs for large, flat industrial sites that cannot reasonably be met with other lands inside the UGB.

This collection of technical analyses presented to MPAC throughout the year formed the draft 2024 Urban Growth Report (UGR), which was released to the public on July 9, 2024. Additionally, a public comment survey was available from July 9 – August 22 to gather feedback about the draft UGR and the Sherwood West expansion proposal. The public comment summary report was presented to MPAC at the September 11 meeting.

Part of MPAC's decision-making process is consideration and discussion of the Metro Chief Operating Officer/Staff recommendations. At the September 11 meeting, staff reviewed the key elements of the recommendations and answered MPAC's questions. During this meeting, MPAC will finalize their recommendations to Metro Council about the proposed Sherwood West expansion and the potential conditions of approval.

Outcome
MPAC will hear recommendations from MTAC regarding the proposed expansion and potential conditions of approval. Members will continue any remaining discussions about the Metro COO/Staff Recommendations and potential conditions of approval and conclude the meeting by providing their recommendation to Metro Council, based on the answers to these questions:

- Does MPAC recommend that the Metro Council add Sherwood West to the UGB?
- If so, what conditions of approval does MPAC recommend?

By the end of this meeting, MPAC will finalize their own recommendations to Metro Council ahead of the public hearing on the COO/Staff Recommendation at the end of September.

What has changed since MPAC last considered this issue/item?

At the September 11 meeting, Metro staff reviewed the outcomes of the public comment period on the draft UGR and MPAC members began discussion about the Metro COO/Staff Recommendations on the Sherwood West expansion proposal and the potential topic areas for conditions of approval. Since this meeting, MTAC met to vote on the expansion proposal and provide their recommendations to MPAC for consideration.

What packet material do you plan to include?

- 2024 Urban Growth Management Decision: Metro COO/Staff Recommendation

2024 Urban Growth Management Decision: Metro Chief Operating Officer/Staff Recommendations

August 26, 2024

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TABLE OF CONTENTS

LIST OF ACRONYMS I
A DELIBERATE APPROACH TO GROWTH 1
ADAPTING AND IMPROVING OUR GROWTH MANAGEMENT PROCESS 2
CITY OF SHERWOOD READINESS 3
THE REGION NEEDS MORE HOUSING OF ALL TYPES 5
REGIONAL NEED FOR UGB EXPANSIONS FOR HOUSING 5
PLANNING FOR JOB GROWTH 7
NEED FOR LARGE INDUSTRIAL SITES TO ACCOMMODATE HIGH-TECH MANUFACTURING GROWTH 7
ADDITIONAL LANDS TO SUPPORT COMMERCIAL JOB GROWTH 8
POTENTIAL UGB CONDITIONS OF APPROVAL 8
ADDITIONAL RECOMMENDATIONS 9
Improve how we assess equity in growth management decisions 9
Consult with Tribes 9
Revise how we accounted for slopes on employment lands 10
Update the region's vision for its future 10
PUBLIC COMMENTS 11
TIMELINE (SUBJECT TO CHANGE) 12
ATTACHMENT 1: HOUSING CAPACITY, NEED, AND DEFICIT ASSUMPTION DETAILS 13

LIST OF ACRONYMS

The following is a list of acronyms used throughout this document.

COO: Metro Chief Operating Officer
CORE: Committee on Racial Equity
MPAC: Metro Policy Advisory Committee
MTAC: Metro Technical Advisory Committee
UGB: urban growth boundary
UGR: Urban Growth Report

A DELIBERATE APPROACH TO GROWTH

Under Oregon state land use law, the Metro Regional Government ("Metro") is charged with making decisions about whether to expand the urban growth boundary (UGB) in the greater Portland region. This communication from Metro's Chief Operating Officer contains the staff recommendation to the Metro Council regarding the need for a UGB expansion and the City of Sherwood's 2024 proposal to address that need.

The urban growth boundary has long been one of Metro's most important tools for focusing the development of new homes and businesses in existing downtowns, main streets, and employment areas. Residents of the region have told us time and again to hold this priority: make the most of the land inside the boundary so that outward growth on the urban edge only happens when it is necessary and provides benefit for the entire region. This deliberate approach is crucial for strengthening existing communities, protecting farms and forests, and reducing greenhouse gas emissions.

According to state law, Metro is required to make a decision about whether to expand the UGB at least every six years. In making these decisions, Metro must provide up-to-date information about demographics, population and employment growth, development trends, and estimates of buildable land inside the UGB. This thorough assessment of whether there is a regional need for expanding the UGB is not only required by law – it is central to the greater Portland region's identity. When new growth occurs at the edges of the urban growth boundary, it should be necessary, planned, and deliberate.

Today, the greater Portland region is facing a housing shortage crisis. In addition, there is agreement across the region that attracting more family-wage industrial jobs will help our communities thrive. However, it is also clear that simply providing more land won't necessarily result in jobs and housing. Experience has shown that certain conditions must be in place to ensure that UGB expansion areas produce housing and jobs in a near term time frame. Time and time again we have seen that development occurs successfully where there is a commitment from city leaders and community members, where there is a plan for paying for needed infrastructure, and where there is market demand. If these ingredients aren't present, new urban growth is extremely slow if it happens at all.

For those reasons, in 2010 the Metro Council adopted a policy to only expand the UGB into urban reserve areas that have been concept planned by a local government and that demonstrate readiness to be developed. In the current 2024 UGB cycle, the City of Sherwood is the only city that has prepared a concept plan and proposed a UGB expansion, and they have shown that these elements are in place. Sherwood's readiness for new urban growth provides an opportunity to address the regional land needs identified in the draft 2024 Urban Growth Report (UGR).

Consequently, Metro staff recommend that the Metro Council consider expanding the UGB to include the Sherwood West urban reserve. Staff further recommend that the Council consider placing conditions on this expansion to ensure that the land is used efficiently and will support regionally identified needs. These conditions could reinforce the City of Sherwood's concept plan for the expansion area by improving housing affordability and protecting industrial lands so that they produce well-paying jobs in the manufacturing sector.

The information that follows sets out the reasoning behind this recommendation and lays the groundwork for the Metro Council to consider potential conditions of approval.

ADAPTING AND IMPROVING OUR GROWTH MANAGEMENT PROCESS

Our region's deliberate approach to growth has paid dividends for people who call this region home by helping to maintain a unique connection to nature and a high quality of life. However, as the world changes, our approach to managing growth must change too. In response to evolving needs and conditions over the years, Metro and its partners have collaborated to make improvements to the urban growth management process such as:

- Working with our regional partners to identify designated urban reserves and rural reserves that provide certainty about where the UGB may or may not be expanded over the coming decades.
- Using a 'range' forecast to acknowledge that there is inherent uncertainty in estimating future growth over the next 20 years.
- Encouraging more timely housing and business development in UGB expansion areas by requiring that a local jurisdiction complete a concept plan for an urban reserve before the area is brought into the boundary.
- Providing grant funding to cities to support local concept planning and comprehensive planning efforts.
- Adopting a fast-track expansion process for adding large industrial sites to the UGB to respond to near term opportunities.
- Providing an off-cycle UGB amendment process to address unanticipated non-residential land needs such as those identified by school districts.
- Creating a mid-cycle UGB process to be responsive to city proposals for addressing unanticipated residential land needs between the designated 6-year scheduled approval process.
- Clearly specifying in Metro's Code the factors that cities must address in UGB expansion proposals.
- Completing a land exchange in 2023 that brought concept planned land within an urban reserve inside the UGB and removed unplanned land to ensure more of the land inside the UGB will produce housing.

- Continually improving technical analyses to reflect new practices, including how to forecast redevelopment potential and estimate current and future housing needs.
- Examining regional needs for industrial lands with specific site characteristics and applying that information to evaluate expansion proposals.
- As with the forecast, using a range of estimates to acknowledge the inherent uncertainty in predicting growth capacity within the UGB.
- Increasing transparency by convening the 2024 Urban Growth Report Roundtable, comprised of diverse expertise and interests.
- Elevating youth perspectives and building future leaders by convening a UGB Youth Cohort in 2024.

One of the characteristics that makes our region unique is our ability to collaborate and work together to adapt and modernize our systems to respond to changing conditions.

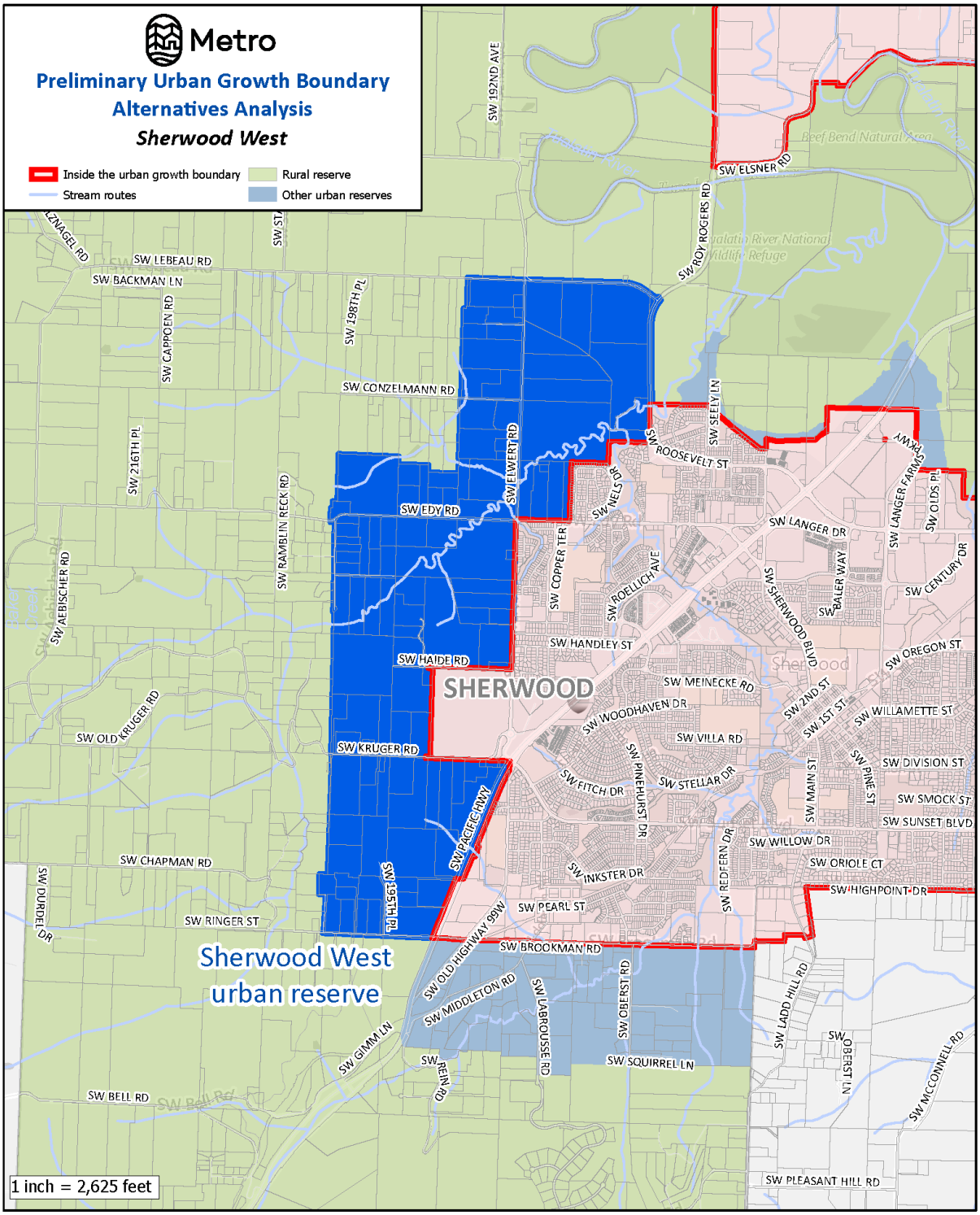
CITY OF SHERWOOD READINESS

Based on the draft 2024 Urban Growth Report (UGR) in addition to discussions at the Metro Council, MPAC, MTAC and the Urban Growth Report Roundtable as well as comments received during the public comment period, Metro staff believe there is a regional need to expand the UGB to provide more land for housing and job growth. Staff also encourage the Metro Council to set clear expectations for areas added to the boundary, so the expansion addresses not just local interests, but regional needs.

The City of Sherwood has completed extensive work to propose a UGB expansion for the Metro Council's consideration. The expansion proposal indicates that Sherwood is ready to take meaningful steps toward getting homes and businesses built in the proposed UGB expansion area. The Sherwood West Concept Plan includes proposed land uses to support up to approximately 5,500 housing units and 4,500 jobs. For those reasons, staff recommend that the Metro Council consider expanding the region's UGB to include the Sherwood West urban reserve.

Considerable work remains if the Metro Council chooses to add this area to the UGB. As part of this recommendation, staff encourage the Council to identify conditions ensuring that land added to the UGB will address a range of housing needs and provide industrial sites likely to attract family wage manufacturing jobs.

Figure 1: Recommended UGB expansion in the Sherwood West urban reserve



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The following pages of this report describe additional considerations that inform this staff recommendation.

THE REGION NEEDS MORE HOUSING OF ALL TYPES

It is well known that there is a national housing shortage, as well as housing shortages in Oregon and in the greater Portland region. This is reflected in housing prices and rents that remain high and in the growing number of people experiencing housing instability or houselessness. With the expectation that population growth will continue in our region – irrespective of the rate of that growth – we need more housing to be built.

The vitality of every community depends on having a diverse range of people from all backgrounds doing a broad range of work: teachers, contractors, daycare providers, nurses, and grocery store workers to name a few. As home prices rise and demand outstrips supply, we need to do more to provide housing opportunities for these essential workers in every community. Likewise, we need to provide housing options that suit people from all life stages: students seeking rental housing, growing families that need an additional bedroom, retirees seeking to downsize but remain in their community.

The primary question addressed by the Urban Growth Report is not just whether more housing is needed but whether there is enough space inside the existing UGB to meet that need. Land already available within the UGB provides opportunities for a diverse range of housing. The region's track record, as documented in the 2024 UGR, shows that there is considerable market demand for urban housing close to transit, services, and amenities. Recent statewide allowances for 'middle housing' such as townhouses and duplexes are producing results, and we expect that more of these housing options will be provided in the future.

The draft UGR also indicates that, depending on our assumptions about the future, there is potentially a need for additional land to meet the region's need for additional housing. As we consider bringing new areas into the UGB, we must make sure those areas will address the needs of a wide variety of households.

REGIONAL NEED FOR UGB EXPANSIONS FOR HOUSING

Under state law, the UGB can only be expanded when there is a demonstrated regional need for additional capacity to accommodate the next 20 years of forecasted growth. The analysis in the draft 2024 UGR's range of growth estimates shows that the Metro Council has the latitude to determine that a need for more land exists.

Housing capacity

The draft 2024 UGR describes a range of possible housing growth capacity currently available within the urban growth boundary. The specific amount of housing capacity available within that range depends on expected market conditions and development responses. Consistent with the recommendation to plan for the baseline forecast described in the following

paragraph, staff recommend capacity assumptions that fall within the middle of the ranges established in the draft 2024 UGR.

For the 2024 growth management decision, staff recommend that the Metro Council base their decision on a finding that there is capacity inside the UGB for 175,500 additional homes. Details about that assumed growth capacity can be found in Attachment 1 to this recommendation and in the draft 2024 UGR.

Household forecast and capture rate

As a basis for this growth management decision, staff recommend that the Metro Council plan for the baseline forecast for the seven-county Metropolitan Statistical Area (MSA) for the 2024 to 2044 period. The baseline forecast describes the most likely amount of growth for the region. This means planning for approximately 315,000 more people and 203,500 more households in the MSA.

The UGB "capture rate" is used to describe the share of seven-county household growth that is expected to occur in the Metro UGB. For discussion purposes, the draft 2024 UGR scenarios assumed a 70 percent UGB capture rate. Staff have heard partner opinions and share optimism that the region will regain its reputation as an attractive place to live and work. Staff therefore recommend that the Metro Council consider planning to accommodate slightly more than 70 percent of the MSA's household growth in the Metro UGB.

Notwithstanding recent declines after the pandemic-induced recession, this would represent a continuation of the historic upward trend in Metro's UGB capture rate for household growth. Adding the Sherwood West urban reserve to the UGB can provide a means of achieving this slightly higher capture rate by attracting household growth that may otherwise occur outside of the Metro UGB.

Staff recommend that the Council plan for 176,500 to 180,800 additional homes in the Metro UGB to meet current and future housing needs. Additional details about how those numbers are derived can be found in Attachment 1 and in the draft 2024 UGR.

Housing capacity deficits

Comparing UGB housing growth capacity (175,500 homes) and housing needs (176,500 to 180,800 additional homes) indicates a potential deficit of capacity for 1,000 to 5,300 homes. Additional details about those deficits can be found in Attachment 1.

Depending on the mix of housing it includes, the Sherwood West urban reserve could meet the range of identified regional housing capacity deficits. The adopted Sherwood West Concept Plan describes a range of 3,117 (9.2 dwelling units/acre) to 5,582 (16.4 dwelling units/acre) homes.

PLANNING FOR JOB GROWTH

Future job growth requires more workers to fill those jobs. This means that our job growth forecast should be generally consistent with our expectations for population growth. Consequently, as with population and household growth, staff recommend planning for the baseline employment forecast, which estimates the most likely growth scenario.

Today, there are approximately 1,261,200 jobs[1] in the seven-county MSA. Staff recommend planning for an increase of approximately 110,000 jobs, for a total of 1,371,400 jobs in the MSA by the year 2044.

Based on long-term trends, staff recommend planning for 75% of the new MSA-level jobs in the Metro UGB.[2] Today, there are approximately 996,600 jobs in the Metro UGB. By 2044, an additional 82,500 new jobs are anticipated, for a total of 1,079,000 jobs within the Metro UGB.

NEED FOR LARGE INDUSTRIAL SITES TO ACCOMMODATE HIGH-TECH MANUFACTURING GROWTH

Using the baseline employment forecast, the draft 2024 UGR identifies a surplus of 4,550 acres of industrial land in the region. However, as also explained in the draft UGR, most of the region's industrial land supply consists of smaller parcels with an average lot size of 3.8 acres and a median lot size of 1.7 acres. Although these smaller industrial spaces are in demand, they cannot serve the needs of the entire industrial market. The draft UGR describes a shortage of larger industrial sites for the expansion of existing businesses and recruitment of companies from outside the region; in particular, there is a lack of unconstrained parcels with relatively flat slopes and proximity to transportation facilities that could be aggregated into larger 50+ acre industrial sites.

The 2022 Oregon Semiconductor Taskforce Report identified a statewide need for four sites of 50 to 100 acres suitable for high tech manufacturers. As described in the draft UGR, the greater Portland region is the heart of the state's high-tech economy; however, the current regional inventory does not include enough industrial sites with characteristics that are suitable for addressing this need.

High tech manufacturing has become a major focus of incentive programs from the federal government designed to increase domestic production of critical technologies. Our region has significant competitive advantages in designing and manufacturing technologies to help adapt to and mitigate climate change and improve global connectivity. Staff analysis indicates that our region lacks enough available and unconstrained sites of sufficient size, slope, and proximity to

[1] These figures are for non-farm jobs because the task of growth management decisions is to estimate land need for urban uses.

[2] The draft 2024 UGR employment land demand analysis incorporates different UGB capture rates for different sectors. 75% is the historic UGB capture rate for the 1979-2022 period across all non-farm sectors.

existing transportation facilities and high-tech manufacturing clusters to allow for growth of these critical industries over the next 20 years. A lack of available sites would be a limiting factor in our region's ability to take advantage of historic incentives to support economic development.

Under Statewide Planning Goal 14, Metro is authorized to expand the UGB onto land that is suitable to meet a particular identified need based on specific site characteristics. Staff recommend that, based on the necessary site characteristics described above, the Metro Council address a need for two 50+ acre sites by expanding the UGB to include the mixed employment area in the north end of the Sherwood West concept plan. Staff further recommend that the Metro Council consider conditions of approval to protect these important large sites to help ensure that they will address the identified need.

ADDITIONAL LANDS TO SUPPORT COMMERCIAL JOB GROWTH

The draft 2024 UGR identified a baseline deficit of 320 buildable acres to support expected commercial job growth. Sherwood has included at least 135 acres for commercial employment in its concept plan. Staff recommend that the Metro Council address the commercial land need described in the UGR by expanding the UGB to include the Sherwood West urban reserve. The remaining deficit beyond that addressed by a potential expansion is within the margin of error for a long-range land need analysis. To the extent that there may be additional demand for commercial land, staff expect that demand would be addressed through additional redevelopment.

POTENTIAL UGB CONDITIONS OF APPROVAL

With the goal of expanding housing choices and reducing housing costs, protecting industrial sites, and continuously improving engagement for planning efforts, staff recommend that the Council consider conditions on the proposed UGB expansion. The bullets below provide suggestions for several topics that could be addressed by conditions of approval. Generally, these recommended conditions reinforce the work that the City of Sherwood has done in its Sherwood West Concept Plan. For example:

- In order to achieve a mix of housing types, the Metro Council could establish an expectation for a minimum number of homes. This could fall within the range proposed by the City of Sherwood's adopted Sherwood West Concept Plan (base density of 9.2 units per acre to a maximum density of 16.4 units per acre). The difference between these reflects the actualization of "missing middle" housing allowed by HB 2001 (2019). The city of Sherwood would determine housing mix details in their comprehensive planning process.
- The greater Portland region is in an affordable housing crisis. We need more housing options for people who make less than the region's median income (currently $116,900 for a family of four). Sherwood elected officials and staff have expressed an interest in

creating opportunities to live and work in their community. That will require us to work together to ensure housing affordability and not just leave it up to the market. The Metro Council could set out conditions to guide this work.

- Staff's recommendation to create and protect large industrial sites is intended to achieve widely shared goals to grow our region's high-tech manufacturing sectors. The Metro Council could consider specific goals or restrictions to make sure this happens.
- Creating inclusive communities means bringing a variety of perspectives into the planning process. Staff recommend a broad-based approach to community engagement that goes beyond collecting input from those who currently live near the expansion or those who have typically engaged in city planning – and include community members and Community Based Organizations representing historically marginalized groups. Staff also recommend inviting interested Tribes to engage in the city's planning processes.

ADDITIONAL RECOMMENDATIONS

Improve how we assess equity in growth management decisions

For many years, Metro has had the goal of addressing racial equity in its work, including urban growth management decisions. We've tried several approaches including:

- Using the Regional Equity Atlas to provide decision makers with contextual information.
- Requiring cities proposing expansions to describe how they are working to advance racial equity.
- When we've expanded the UGB, requiring and supporting cities in conducting broad-based community engagement for their comprehensive planning.
- Assessing equity outcomes in past UGB expansion areas.

In keeping with our tradition of always seeking to learn and do better, staff recommend that Metro Council direct staff to work with its advisory committees to identify possible amendments to Title 11 of the Urban Growth Management Functional Plan to require local governments to complete equity assessments when concept planning for new urban areas.

Consult with Tribes

Tribes are independent sovereigns with inherent powers of self-government and relationships with the U.S. government that derive from treaties, federal law and executive orders. These Federal-Tribal relations are political and do not derive from race or ethnicity. Treaties are listed among the elements that make up "the supreme law of the land" under Article VI of the U.S. Constitution.

The lands now known as the greater Portland metropolitan area are part of the aboriginal homelands, traditional use areas and trade networks of numerous Tribes. For millennia, Indian people resided throughout the Willamette Valley and along the Willamette and Columbia Rivers

and their tributaries in traditional villages, permanent communities and seasonal encampments. The relationship of Tribes, their lands and interests extend from time immemorial to the present day and beyond. Each Tribe's interests are distinct. These interests may overlap and intersect with the urban growth boundary in various ways.

Metro and other local governments need to do a better job of consulting with Tribes on growth management and land use issues that have the potential to impact tribal interests and priorities such as treaty rights, the protection of sensitive cultural resources, or enhancing the welfare of tribal members residing in urban areas off reservation. For that reason, staff recommend that Metro Council direct staff to work with interested Tribes, Metro's Tribal Affairs program and its advisory committees to identify possible amendments to Title 11 of the Urban Growth Management Functional Plan to require local governments to consult with Tribes when concept planning and comprehensive planning new urban areas. Staff also recommend that Metro identify opportunities to ensure and improve Metro's Urban Growth Report technical analyses are inclusive of relevant tribal priorities, expertise, and data sets.

Revise how we accounted for slopes on employment lands

Recent discussions at the UGR Roundtable and the Metro Policy Advisory Committee (MPAC) have raised questions about the assumptions staff make when inventorying buildable employment lands. We have heard questions about our assumed thresholds for steep slopes and whether some of those lands are viable for development.

Based on their professional expertise and review of other jurisdiction's work, Oregon Department of Land Conservation and Development staff have recently advised Metro to use a 10% slope threshold when inventorying buildable employment lands. Staff will revise the UGR analysis of employment land capacity to follow that advice. That revised analysis will be included in the final UGR presented for Metro Council adoption later this year.

Using this more conservative slope threshold does not change the analysis in the draft 2024 UGR that the baseline forecast indicates there is enough industrially-zoned land inside the UGB to match generally expected job growth, at least before assessing a more specific need for additional land with particular site characteristics. Most importantly, it doesn't change the fact that we collectively need to focus on the investments and actions necessary to make sure more of these employment lands are shovel-ready to capitalize on economic development opportunities. That includes necessary regional discussions about site aggregation, brownfield remediation, infrastructure financing, zoning changes, incentive programs and more.

Update the region's vision for its future

Our region had the foresight 30 years ago to adopt the region's Future Vision and 2040 Growth Concept. These long-range plans helped guide how greater Portland has responded to population growth in a way that reflects shared community values. The Growth Concept has

served us well and has positioned us to address the challenges of climate change and racial equity, but we know there's more work to be done to prepare for these and other future issues.

A lot has changed since the region adopted the Future Vision and the 2040 Growth Concept. Staff will bring a work program to Metro Council to renew the Future Vision and 2040 Growth Concept in Fall 2024. This work will help address many, though not all, topics and potential actions that came up while developing this urban growth management recommendation.

This work program should include an assessment of how these existing plans have performed for the region's residents: what has worked well or turned out as envisioned, and where there is still work to do or turned out differently from the vision. While we believe the fundamentals of the Vision and Growth Concept are still relevant, it is essential to demonstrate this through study.

Planning for 25 and 50 years in the future also requires understanding where today's trends may potentially take the region. The work program should include investigation of how climate change, demographics, technology, and other topics will change in the coming decades and how visioning can prepare the region to adapt to these shifts.

The updates of these long-range plans must also capture topic areas not currently addressed in the 1995 versions of these documents that are of greater importance and interest today. These include, but are not limited to: racial equity, climate resilience and adaptation, arts and culture, anti-displacement strategies, and Tribal relations. Updates must also address how Metro's purview has changed since 1995 to encompass major roles in the region's housing and parks and natural areas.

PUBLIC COMMENTS

Metro held a public comment period from the release of the draft UGR on July 9 through August 22. 349 survey responses were received during this period. We heard a variety of viewpoints about the draft Urban Growth report and the City of Sherwood's expansion proposal. Themes from comments about the expansion proposal include:

- Optimism about future growth potential, including the potential for a resurgence of high-tech manufacturing
- Interest in more housing and job opportunities in Sherwood, including housing choices for seniors, young families and other demographic groups
- Concern about the impacts of a potential UGB expansion on traffic, with the lack of transit options available in Sherwood
- Concern about impacts on farmland and agricultural activities
- Importance of housing affordability
- Concern about impacts on the environment and climate change
- Concern about impacts of new development on existing public infrastructure leading to tax increases for current residents
- Concern about potential impacts on schools

- Recommendation to use land within the UGB before expanding

We also received input about the methodology of the draft UGR. Themes include: suggestions for different approaches to the buildable land inventory, population projections, and density estimates.

These comments highlight the variety of issues that need to be balanced by the UGR. While this staff recommendation does not address every technical topic raised, it acknowledges that the UGR is a point-in-time document that seeks to balance interests and provide a reasonable range of estimates for the Metro Council to determine whether to expand the UGB and accept the City of Sherwood's proposal.

TIMELINE (SUBJECT TO CHANGE)

August 26, 2024:	Release COO recommendation
August 28, 2024:	MTAC discussion of COO recommendation and public comment themes
September 5, 2024:	Council work session on COO recommendations and public comment themes; (*full public comment summary provided at Council meeting*)
September 11, 2024:	MPAC discussion of COO recommendation and recommendations to Council; request any final MTAC advice
September 18, 2024:	MTAC advice to MPAC, if requested
September 19, 2024:	CORE recommendation to Council
September 25, 2024:	MPAC recommendation to Council
September 26, 2024:	Council holds public hearing on COO recommendations
October 8, 2024:	Council provides direction to staff at work session
November 21, 2024:	Council first reading of ordinance; public hearing
December 5, 2024:	Council second reading of ordinance; decision

ATTACHMENT 1: HOUSING CAPACITY, NEED, AND DEFICIT ASSUMPTION DETAILS

The tables below include specific numbers, but long-term estimates cannot be expressed this precisely. For that reason, the final totals are rounded to the nearest hundred.

Table 1: Recommended housing capacity assumptions (Metro UGB, 2024-2044)

	UGB Capacity Assumptions (number of homes)			
	single-detached	middle housing	multifamily	Total
Vacant land (larger mix of single-unit detached)	34,944	13,228	42,970	91,142
Redevelopment (Baseline)	12,292	11,727	24,382	48,400
Concept plan areas and planned development on vacant land	9,096	6,662	4,138	19,896
Other planned redevelopment	135	172	9,830	10,137
Office-to-residential conversion (baseline)	-	-	1,000	1,000
ADUs and middle housing conversion/infill (low)	-	4,955	-	4,955
Total UGB capacity (rounded)	**56,500**	**36,700**	**82,300**	**175,500**
Capacity housing mix	32%	21%	47%	100%

Table 2: Recommended Metro region current and future housing need assumptions (2024-2044)

7-county MSA baseline household growth (2024-2044)	203,530
Future household growth in Metro UGB (70% to 72% Metro UGB capture)	142,500 to 146,500
Add 5% vacancy rate (to convert future households to homes)	7,100 to 7,400
Subtotal of UGB future housing needs (number of homes)	149,600 to 153,900
Add current housing needs (underproduction, houselessness, 2nd and vacation rentals)	26,953
Total current and future UGB housing need (2024-2044, rounded)	176,500 to 180,800

Table 3: Metro UGB current and future housing need and deficit assuming 70% UGB capture

	UGB Housing Need at 70% UGB Capture			
	single-detached	middle housing	multifamily	Total
Future need: baseline forecast (see Table 1)	56,846	32,911	59,838	149,594
Units lost to 2nd and vacation homes	1,072	1,769	443	3,285
Historic underproduction	726	2,089	12,160	14,975
Households experiencing houselessness	-	40	8,653	8,693
Total Housing Need (rounded)	**58,600**	**36,800**	**81,100**	**176,500**
Needed housing mix	33%	21%	46%	100%
Total UGB capacity (rounded)	56,500	36,700	82,300	175,500
Deficits (rounded)	**(2,200)**	**(100)**	**1,200**	**(1,000)**

Table 4: Metro UGB current and future housing need and deficit assuming 72% UGB capture

	UGB Housing Need at 72% UGB Capture			
	single-detached	middle housing	multifamily	Total
Future need: baseline forecast (see Table 1)	58,470	33,851	61,547	153,868
Units lost to 2nd and vacation homes	1,072	1,769	443	3,285
Historic underproduction	726	2,089	12,160	14,975
Households experiencing houselessness	-	40	8,653	8,693
Total Housing Need (rounded)	**60,300**	**37,700**	**82,800**	**180,800**
Needed housing mix	33%	21%	46%	100%
Total UGB capacity (rounded)	56,500	36,700	82,300	175,500
Deficits (rounded)	**(3,800)**	**(1,000)**	**(500)**	**(5,300)**

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we've already crossed paths.

So, hello. We're Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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2024 growth management decision

Public comment report

DRAFT

A summary of comments received during the comment period for the 2024 Urban Growth Report and Sherwood West Expansion Proposal from July 9 to Aug. 22, 2024.

September 2024



PURPOSE AND BACKGROUND 1
PUBLIC COMMENTS AT A GLANCE 2
PUBLIC COMMENT PERIOD OVERVIEW 3
ONLINE SURVEY RESULTS 4
COMMENTS VIA EMAIL, LETTERS AND PHONE 12
WHO PARTICIPATED 12
NEXT STEPS 13

APPENDIX A: PUBLIC COMMENT ONLINE SURVEY RESULTS A1
APPENDIX B: PUBLIC COMMENT EMAILS AND LETTERS B1

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PURPOSE AND BACKGROUND

As new people move to the greater Portland region and businesses create more jobs, our region's urban growth boundary (UGB) serves to focus development within the boundary. The focused development helps stretch limited public dollars that build and maintain the streets, water and sewer pipes, schools and parks that every community needs. Focusing development within the UGB also helps protect high-quality farmland, forests and natural habitats.

Every six years, the state directs Metro to assess whether there is enough land inside the urban growth boundary for the next 20 years of job and housing growth. These periodic decisions also provide an opportunity to support the 2040 Growth Concept, greater Portland's vision for growth. The Growth Concept envisions the region's growth in town centers and urban corridors and guides UGB expansions into urban reserves–areas best suited for future development–after careful consideration of whether those expansions are needed.

To make an urban growth management decision, Metro assesses trends for a variety of factors, from changes in population growth, household size and consumer desires to the future of workplaces and transportation. Metro publishes these assessments in the urban growth report.

If there is a regional need for land to accommodate the next 20 years of jobs and housing growth, Metro Council can consider expanding the greater Portland region's UGB. However, the region has learned that adding more land alone is not enough. Expansion areas only produce jobs or housing when a city can provide infrastructure like pipes, roads, sidewalks, parks, and schools.

If a city decides that it is ready to expand the UGB into urban reserves, the city must be ready to support development. A city demonstrates its readiness with a concept plan. A concept plan lays out the vision for the area, intended land uses, transportation network, environmental protections, additional necessary infrastructure and funding sources. Cities that are interested in expansion must submit an expansion proposal with a concept plan to Metro for consideration, along with governmental agreements, letters of support and findings.

For the 2024 urban growth management decision cycle, Metro received one proposal from the City of Sherwood to expand the UGB to include the 1,300-acre Sherwood West urban reserve area. If Metro Council determines more land is needed in the UGB to support the next 20 years of growth, they will also determine how Sherwood's proposed expansion will accommodate the needs described in the urban growth report.

From July 9 to August 22, 2024, Metro asked residents of the greater Portland region for their thoughts on the 2024 draft Urban Growth Report and the City of Sherwood's expansion proposal. Metro Council will consider public comments as they make an urban growth decision.

PUBLIC COMMENTS AT A GLANCE

From July 9 to August 22, 2024, Metro held a public comment period, inviting feedback on the draft 2024 Urban Growth Report and an urban growth boundary expansion proposal from the City of Sherwood. During the public comment period, Metro invited comments and feedback from members of the public, community and business organizations, regional advisory committees, agency partners and policymakers.

This public comment period builds on public involvement throughout the urban growth management process. Learn about the ideas and feedback provided by 15 youth who met regularly through the urban growth management process.

Metro received **72** email comments and 365 responses to an online survey.

Public comments included a variety of viewpoints about the draft Urban Growth report and the City of Sherwood's expansion proposal. Themes from comments provided in emails and the online survey about the expansion proposal include:

- Optimism about future growth potential, including the potential for a resurgence of high-tech manufacturing
- Interest in more housing and job opportunities in Sherwood, including housing choices for seniors, young families and other demographic groups
- Sentiment that the expansion is not needed at all or is not needed at the proposed site
- An interest in more infill development before the urban growth boundary is expanded
- Concern about the need for more housing, a diversity of housing and housing that is affordable
- Concern about the impacts of a potential UGB expansion on traffic; some comments pointed to limited transit options available in Sherwood
- Concern about the impacts of a potential UGB expansion on farmland and agricultural activities in the area
- Concern about potential impacts of a potential UGB expansion on the environment and climate change
- Concern that new development would have an impact on existing public infrastructure leading to tax increases for current residents

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PUBLIC COMMENT PERIOD OVERVIEW

During the public comment period, there were a variety of resources available for review and several platforms available for submitting feedback and comments:

- **Public review draft materials**: The project webpage included the draft 2024 Urban Growth Report and City of Sherwood's expansion proposal for Sherwood West. The report and the expansion proposal were also summarized in an executive summary and factsheet that were available in English and Spanish. With a variety of informational resources, the public comment period allowed people to engage at the level of detail that worked best for them.

- **Comment platforms**: There were several ways for people to provide comments including an online survey, email, letter and voicemail.

- **Online survey**: An online survey was available and publicized in English and Spanish. The survey asked participants to prioritize primary factors for expanding the urban growth boundary, asked for feedback on the expansion proposal, and also provided space for participants to describe what they want preserved and what they want to see change as the region grows.

- **Notifications and notices**: Public notices of the comment period were provided to local neighborhood involvement and community outreach offices at jurisdictions across the region. Notifications were sent to community-based organizations, Metro regional advisory committees and their respective interested parties. Metro also posted the public comment period on social media and Metro News. Flyers with QR codes were posted in Sherwood and City of Sherwood and Metro staff promoted the public comment period at Sherwood's Robin Hood Festival.

- **Public hearings**: Metro Council will receive testimony about the urban growth management decision in-person, online or in writing at a public hearing on Sept. 26 and at the first reading of the ordinance on Nov. 21, 2024.

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ONLINE SURVEY RESULTS

The online survey provided overviews of the urban growth decision process, the Urban Growth Report and the Sherwood West proposal. The survey also linked to the summarized materials in English and Spanish on the project webpage as well as the unabridged Urban Growth Report and expansion proposal. The survey asked participants six questions about growth and nine optional demographic questions. A total of 365 respondents participated in the online comment survey. A summary of the survey follows, and the results are included in Appendix A.

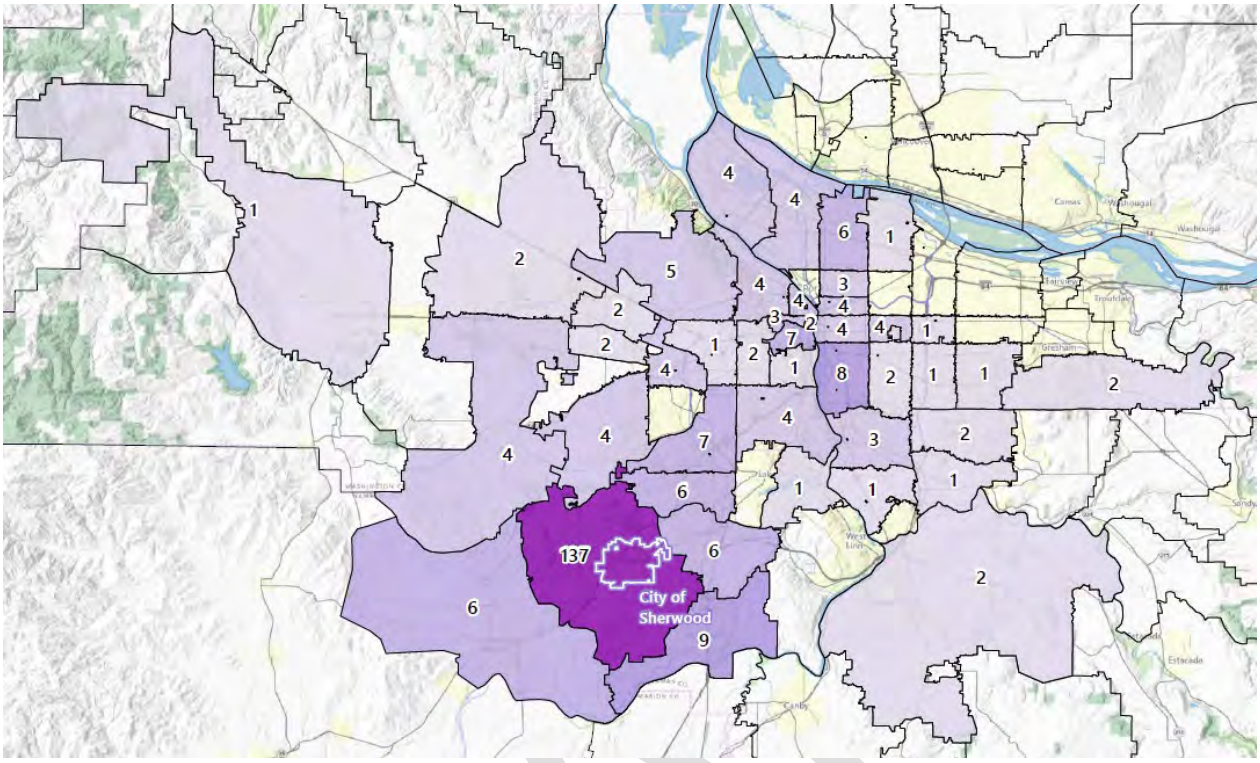
The survey included the following questions:

- After reviewing the Draft Urban Growth Report, is there something you think was not adequately considered in the report that you would like decision-makers to know about? (total responses=247)
- Which factors do you think are most important as a city prepares for expansion? Please rank in order of importance. (total responses=312)
- Please provide your comments on the Sherwood West proposal. (total responses=182)
- Is there anything else that you would like the Metro Council to consider as they make a decision about whether to expand the Urban Growth Boundary as described in the Sherwood proposal? (total responses=218)
- What do you most want to see preserved as greater Portland continues to grow? (total responses=340)
- What changes would you like to see as greater Portland continues to grow? (total responses=340)

Survey respondents were asked to provide their zip code. This question was optional, and 284 survey participants responded. More than 143 respondents submitted a Sherwood zip code.

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Figure 1: Survey respondents zip codes



Survey comments on the Draft 2024 Urban Growth Report and the Sherwood West concept plan

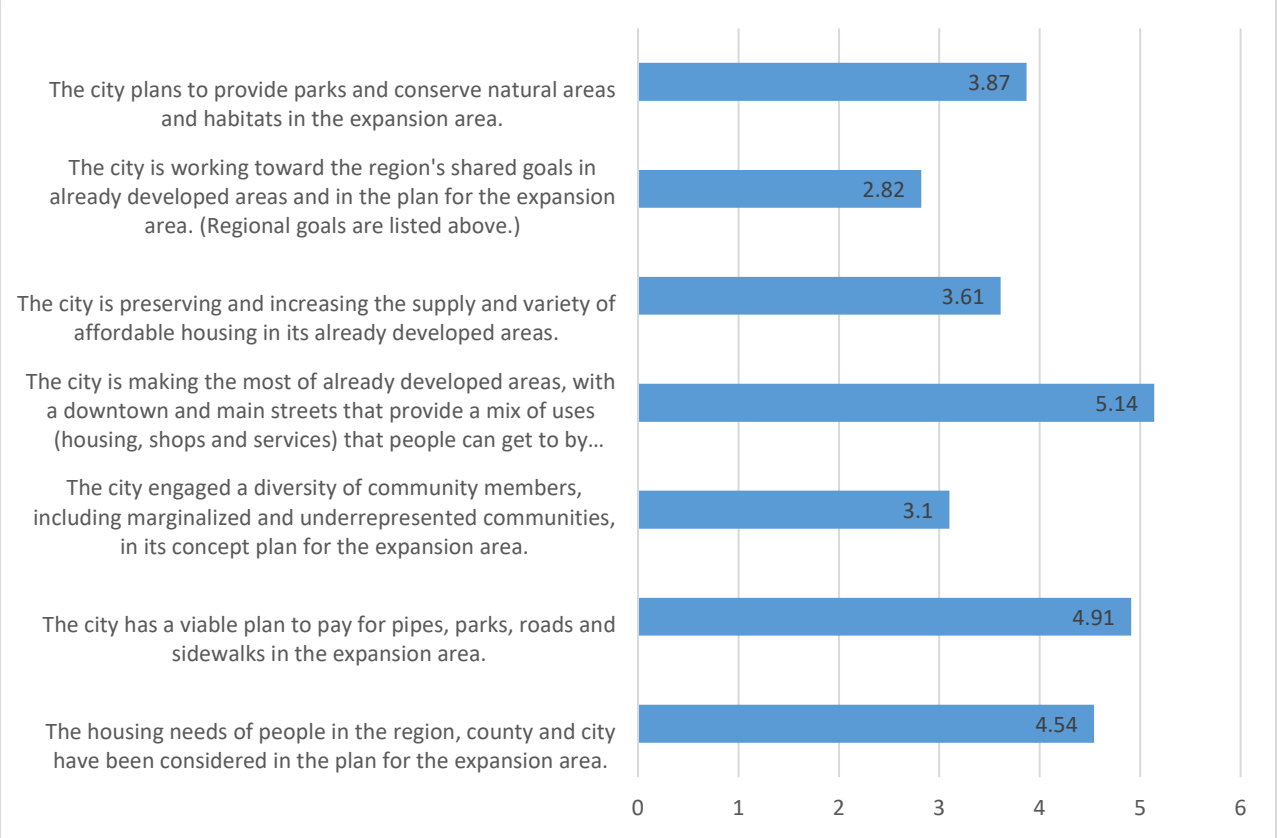
Survey participants were invited to review the City of Sherwood's expansion proposal and Sherwood West Concept Plan and/or the fact sheet summarizing the proposal. Key elements of the proposal were also summarized in the survey.

The survey included a summary of the factors Metro considers when reviewing an expansion proposal from a city and asked survey participants: **Which factors do you think are most important as a city prepares for expansion? Please rank in order of importance. (Total responses= 312)**

Survey respondents ranked the top three factors as most important. These factors are also reflected in the comment themes. The top three factors are:

- The city is making the most of already developed areas, with a downtown and main streets that provide a mix of uses (housing, shops and services) that people can get to by walking and rolling.
- The city has a viable plan to pay for pipes, parks, roads and sidewalks in the expansion area.
- The housing needs of people in the region, county and city have been considered in the plan for the expansion area.

Figure 2: Responses to: "Which factors do you think are most important as a city prepares for expansion? Please rank in order of importance?" (Total responses= 312)



The survey included three open-ended questions that elicited comments about the City of Sherwood's proposed expansion. There were very few comments on the Draft 2024 Urban Growth Report. The responses to the following three questions are summarized below by theme. For the complete set of comments see Appendices A-1, A-2 and A-3.

Q: After reviewing the report, is there something you think was not adequately considered in the report that you would like decision-makers to know about? (Total responses=247)

Q: Please provide your comments on the Sherwood West proposal in the box below. (Total responses: 182)

Q: Is there anything else that you would like the Metro Council to consider as they make a decision about whether to expand the Urban Growth Boundary as described in the Sherwood proposal? (Total responses=218)

Most respondents opposed the expansion or questioned the need for an expansion. The most frequently cited reasons for opposition were the loss of farmland, natural resources and traffic impacts, and concerns about the tax burden on existing residents caused by the cost of new

infrastructure. Commentors expressed a desire for Sherwood and the region to make use of land already in the UGB and questioned the need for the expansion or the entirety of the proposed expansion given the expected rate of population growth. Supportive comments emphasized the need for housing and some highlighted the demand for single family housing while others expressed support for the mixed-use development proposed in the concept plan. The following are a list of the prominent issues across the survey responses with sample comments that address each issue:

- **Make use of land in the UGB**
- **There is not a need to expand**
- **An expansion will exasperate traffic congestion and safety issues.**
- **Transit is needed**
- **Building and maintaining infrastructure for new development is too costly**
- **Preserve farmland**
- **Preserve and protect natural and historic/cultural resources**
- **Climate change impacts need to be considered.**
- **More land is needed for housing and to support the single-family housing people want.**
- **Support for the expansion proposal**
- **Engage the Sherwood community**

Make use of land in the UGB

- "We have an abundance of property that is currently in the boundary. Use that effectively and build up and not out. "
- "Sherwood Oregon has a near city wide ban on apartments. They should not be granted a UGB expansion before they show true need. Build some apartments Sherwood first!"
- "We need to cheerlead all residential development and continue to chop down fees and rules until we get a deluge of infill development. it will make our place more financially productive, affordable and livable."
- "To accomplish regional goals, and even to create a healthy Sherwood, we must develop existing land within the UGB so we can create financially and environmentally sustainable population growth."
- "Lastly, the City has not maximized the current boundaries for affordable housing and jobs."
- "Work on densifying existing neighborhoods instead of focusing on sprawl."
- "The transportation connections are poor, and our region has no shortage of buildable land already in the UGB. We need infill, not more fire-prone sprawl into farms and forests."
- "I encourage Council to be extremely cautious about expanding the UGB. We should focus on further developing our existing area within the UGB rather than expanding Sherwood at this time."

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- “There is a plethora of empty warehouses and houses that can be renovated. Do this before taking any more farmland to build more buildings.”

- “The city has plenty of room for development inside city limits. In addition king city has already expanded and is working on developing a large residential area just down the road.”

- Rather than building more outside of the UGB, let's focus on creating better spaces on the land that's already allocated. Densify current areas, we don't need to increase sprawl more.

There is not a need to expand

- “I am all for growth in a measured & logical manner when the need arises. There is no evidence that supports an inclusion of this magnitude.”

- “Being a property owner in the proposed expansion area who farms the land this expansion pushes us closer to losing our lively hood. Developers are continually contacting us and wanting to purchase our property. We are not interested. This is a very large expansion request. Is all or any of this land really needed now?”

- “For the Sherwood West expansion plan that was submitted in 2016 doesn't reflect the more recent population decline. The concept plan should be scaled back to reflect more current data and the UGB expansion should be 50% the original submission.”

- “Sherwood, Wilsonville, and Tualatin are currently in the process of wasting one of the largest industrial sites already within the UGB by each separately seeking development, often on small, 10 acre parcels. At a time when some think the region needs more large industrial parcels, these jurisdictions are wasting a huge area, already within the UGB, that should be developed as a single unit.”

- “I suggest that the Metro Council take into consideration the dearth of expansion options being presented as further evidence that the demand for growth actually isn't there.”

- “Even the small baseline growth assumption seems optimistic. Developing suburban land will not create "affordable housing" in locations where it is needed.”

An expansion will exasperate traffic congestion and safety issues.

- “How will expansion and development of high density housing and business along this route between Roy Roger’s, Lebeau, Elwert, and Edy roads not contribute to further traffic issues and noise?”

- “A UGB expansion in a part of the metro area poorly served by transit and likely to be entirely car dependent does not align with any of our regions goals. As such, it’s unclear why it’s being considered.”

- “Most new families that would live in the homes planned would work elsewhere. Traffic congestion will increase.”

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- “Traffic on and off of Hwy 99 has major delays during rush hours. These conditions have persisted for years and will only worsen if all of Sherwood Wes tis brought in at this time. The City and County need to improve the capacity of Elwert Road,and it's Hwy 99 connection before adding so many homes.”

Transit is needed

- “However, people will want to get out of their neighborhood to access amenities, and there are not very many options for how they will do that. This makes living in the area less accessible for people with disabilities who cannot drive (like my own father) or younger people who cannot afford a car.”
- “Keep public transportation strong so I can go places. I work part-time and still drive car but not for long so please don't disregard the needs of older people like me.”
- “This project would make more sense if it was built in conjunction with a WES regional rail spur but it lacks a Right of Way reservation to build such a line.”
- “Sherwood has the right ideas in mind with mixed developments and alternative transportation but they need to take them further, transit being extended into Sherwood west should also be explored...”
- “Light rail expansion on the 99 corridor”
- “I’m nervous about continuing to focus on roads instead of public transit, and if we want housing to be affordable and Sherwood to be accessible to folks, it needs to move away from single family homes."

Building and maintaining infrastructure for new development is too costly

- “The sewer, water and gas lines have to be upsized downstream/upstream from the development and the current tax payer gets to pay for that.”
- “We aren't as dense and suburban neighborhoods don't pay for themselves in taxes once they start to require maintenance. If we built denser on our existing roads, we might actually have the tax base to support them.”
- “Based on the Sherwood West expansion proposal, I do not think that the City of Sherwood adequately demonstrates that infrastructure development is feasible.”
- “Also you are going to burden the current property owners with additional taxes for improving infrastructure, roads, schools, and fire stations that these 5,580 homes will require.”
- “The proposed infrastructure funding plan is vague at best. Relying on SDCs and ‘outside’ funding is insufficient. No expansion should be considered until there is a concrete committed plan for the infrastructure funding.”

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Preserve farmland

- "Consider where food will come from in 20 years if there are no farmlands to sustain the animals and crops."
- "The Report does not address the consequences of replacing fertile, productive land with houses and industry."

Preserve and protect natural and historic/cultural resources

- "Protecting historic and cultural resources."
- "Previously designated Title 13properties are now being planned to be light industrial with no thought for where the wildlife they are wiping out will go to."

Climate change impacts need to be considered.

- "The report did not consider the potential impacts of climate change, in terms of population increases in the Northwest due to cooler weather and water availability relative to other parts of the country, and also impacts of climate change on the wildland urban interface and how this could impact fire risk for the edges of the Portland area."
- "Is there consideration of preservation of trees and plants for carbon sequestration and other environmental benefits?"
- "We are in a climate crisis, and these trees help us by providing shade, sequestering carbon, preventing erosion, and providing wildlife habitat."

More land is needed for housing and to support the single-family housing people want.

- "...restrict supply and the inherent demand will cause price increases. If affordability is a key driver then ensuring adequate supply of land is fundamental to affordable housing."
- "Urban densities are reaching unsustainable levels. We have vast room to expand UGB's and we shod do so. Make a plan to double the amount of land available for residential development over the next 20 years."
- "We need more land made available for single family housing and just not for apartments."
- "I think Sherwood's specific analysis at the local level should be part of the Metro Council decision making. There's a strong argument to be made about where people want to live and work that doesn't always translate to regional land availability."
- We need to build more housing desperately and are not at risk of "overbuilding" - at worst this would reverse some of the run-up in prices due to past severe undersupply. I am in favor of allowing more housing to be built as much as possible.

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- "Expand the boundary the maximum amount possible! The region needs more single family homes-thousands more homes!"

Support for the expansion proposal

- "Creating more jobs than housing units would be a mistake. That said, I support the proposal."
- "Looking forward to more commercial zoning for jobs and businesses."
- "I'm in favor of development around the high school. Housing and mixed use should go into the surrounding acreage."
- "This expansion appears to be well thought out, and should be welcomed in the region. It is sad that the Sherwood West proposal is the only one."
- "I like the plan. I know there is an opposition group but there are those of us that support the plan too."
- "Don't let existing Sherwood residents vote down UGB expansions that are needed to help the region accommodate growth and affordability."
- "This expansion should have already happened before the School was built in 2015 - Newberg, Or has updated their area and we are left behind and deal with their traffic to Hillsboro"

Engage the Sherwood community

- "The Sherwood community needs to weigh in on the proposed north industrial zone."
- "Please consider the desires of the people who call Sherwood home."

Survey comments on about what is most important as the region grows and changes

Two survey questions asked for people to share their ideas about growth in greater Portland—what they want to see preserved and what they would like to see changed as the region grows. Responses to these questions are in Appendix A-4 and A-5. These comments will be considered in upcoming Metro planning processes, including the update to the region's vision and growth concept.

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COMMENTS VIA EMAIL, LETTERS AND PHONE

In addition to the online survey, residents, businesses and policymakers were invited to comment on the four city expansion proposals by letter, email and phone. Metro received 72 emails and no letters or comments on voicemail. A majority of the emails were submitted by Sherwood residents, landowners, agencies, elected officials and organizations with interest in the expansion. See Appendix B for the comment emails.

Supportive comment emails highlighted a variety of reasons for their support, including:

- More housing and more employment opportunities
- Addressing a lack of land supply
- Property owners who want their property brought into the UGB
- Sherwood' unique location providing an economic advantage

Comment emails in opposition highlighted a variety of reasons for their support, including:

- Loss of farms land
- Traffic congestion
- Tax burden of new infrastructure on existing residents
- There is enough land in the UGB
- Concern about concept plan not providing affordable housing options

Other issues raised include:

- Concerns about slope in expansion areas
- Input about the methodology of the draft UGR, including suggestions for different approaches to the buildable land inventory, population projections, and density estimates.
- Several comment emails encouraged Metro to use the high growth rate for population and employment.

WHO PARTICIPATED

Survey participants were asked to provide optional demographic information to help Metro know if participants were a representative group reflecting our diverse communities and a broad range of experiences in our region. Demographic groups that are underrepresented among survey respondents compared to the metropolitan Portland

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area demographics by 4 percent or more are highlighted in red. Greater Portland area demographics are sourced from the 2020 Census. *Demographic analysis to come.*

For complete demographic responses see Appendix A-6.

NEXT STEPS

The merits of Sherwood West's proposal will be the focus of policy discussions in the fall of 2024. Generally, decision-makers will consider whether:

- The housing needs of people in the region, county and city have been considered.
- Development of the proposed expansion area is feasible and supported by a viable plan to pay for needed pipes, parks, roads and sidewalks.
- The city has reduced barriers to mixed-use, walkable development in its downtowns and main streets.
- The city has implemented best practices for preserving and increasing the supply and diversity of affordable housing in its existing urban areas.
- The city has taken actions to advance Metro's six desired outcomes, with a particular emphasis on meaningful engagement of communities of color in community planning processes.

A final decision by the Metro Council on urban growth boundary expansion is expected in December 2024.

July 9, 2024:	Release draft UGR and appendices
August 22, 2024:	Public comment survey on draft UGR closes
September 5, 2024:	Council work session on COO/Staff recommendations
September 26, 2024:	Council holds public hearing on COO/Staff recommendations
October 1, 2024:	Council provides direction to staff at work session
October 14, 2024:	Measure 56 notices to property owners in proposed expansion areas
October 24, 2024:	35-day notice of proposed amendment to DLCD
November 4, 2024:	Postcards/report on potential impacts of UGB expansion on existing neighborhoods
November 21, 2024:	Council first reading of ordinance; public hearing
December 5, 2024:	Council second reading of ordinance; decision

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If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we've already crossed paths.

So, hello. We're Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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Metro Councilors

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Sept. 3, 2024

APPENDIX A

Public comment online survey results

Q3 Read the Draft 2024 Urban Growth Report. Metro uses a wide variety of factors to assess whether there is enough land inside the greater Portland region's urban growth boundary for the next 20 years of job and housing growth. After reviewing the report, is there something you think was not adequately considered in the report that you would like decision-makers to know about?

Answered: 247 Skipped: 118

#	RESPONSES	DATE
1	The facts and informed opinions of the residents that are impacted by the growth plans.	8/23/2024 10:06 AM
2	Open up more buildable ground for affordable houses	8/22/2024 9:51 PM
3	Projections of growth are not lining up with actual. We are growing a lot slower, so back off.	8/22/2024 9:44 PM
4	How can you preserve farmland that borders the current UGB and not create urban sprawl w/no consideration to existing small business engaged in farming and farm related products	8/22/2024 9:38 PM
5	There is a large amount of unused land already in the UGB. This proposal is unnecessary and a wet kiss for developers.	8/22/2024 7:24 PM
6	Yes, that affordable housing is not created by shoddy buildings and neighborhoods made up of these shoddily built homes. The report does not address the current land built up by Metropolitan Land Group and how horrible these areas look. What once was beautiful farmland is now covered by what looks like Monopoly house pieces...all the same, no character, nothing denoting a neighborhood for families. Yet it's the goal to have this same company develop these new enveloped lands if the Urban Growth Boundary is expanded. Not a good solution for Oregon that is supposed to be green and an oasis of natural beauty.	8/22/2024 6:57 PM
7	There should be more plans for rezoning and growing up	8/22/2024 6:46 PM
8	All of it is inadequate! We have an abundance of property that is currently in the boundary. Use that effectively and build up and not out. You have not considered the impact to the people who live in the area regarding traffic with the addition of all the houses and business. This is the country/farmland and should be preserved as such!	8/22/2024 6:29 PM
9	There are a plethora of abandoned buildings and houses which can be renovated and utilized for future growth vs. continuing to take farmland, trees, and fields. Consider where food will come from in 20 years if there are no farmlands to sustain the animals and crops.	8/22/2024 6:28 PM
10	The 2024 UGR has implications for local government planning processes as Metro's subsequent distributed forecasts inform local Housing Capacity Analyses, Economic Opportunities Analyses, and Regional Transportation Plan modeling. The City of Hillsboro recommends Metro rely on a high population growth forecast to allow our region to be nimbler in addressing current and future housing and employment needs. The 2024 Draft UGR demand scenario 4 involves faster household growth in 2044 coming from increased in-migration of younger households, consistent with historic migration dynamics, who typically seeking multifamily and middle housing. Though younger households who migrate to the region by 2030, 2035, and 2040 may initially prefer multifamily or middle housing, many will continue to demand single-unit detached for their growing household size and other reasons. The City of Hillsboro recommends Metro add a new UGR demand scenario 5 that involves faster household growth coming from increased in-migration of younger households, consistent with historic migration dynamics, but with a larger percentage of single-unit detached to meet the demand during the next 20 years. Though the Draft UGR shows the region as having sufficient total industrial capacity, much of the industrial land supply consists of smaller parcels with an average lot size of 3.8 acres and a median lot size of 1.7 acres. The Draft UGR mentions there are only eight sites over 50 buildable acres inside the UGB that are available to the general industrial market. The final 2024 UGR should highlight the lack of sufficient large-lot industrial	8/22/2024 6:06 PM

	sites 25 plus acres in size available to the general industrial market. The final 2024 UGR should also highlight that less than 6% of the taxlots available to the general industrial market are medium-sized sites between 10 and 25 acres.	
11	No	8/22/2024 4:38 PM
12	The Executive Summary notes that “the cost of serving raw lands with needed infrastructure is a significant barrier to housing development.” Additional information should be added to the Summary and to the full report regarding the high cost of infrastructure maintenance.	8/22/2024 11:39 AM
13	That current retired property owners are getting taxed out of their homes the currently live in due to the infrastructure improvements needed when large developments go in. I understand that the developer installes the infrastructure within the development but not outside it, the sewer, water and gas lines have to be upsized downsteam/upstream from the development and the current tax payer gets to pay for that. The current tax payer also gets to pay for the additional schools and fire stations needed for these additional homes.	8/22/2024 10:11 AM
14	Per 1000 Friends of Oregon, there is currently land within the UGB that is not being developed due to lack of infrastructure. There isn't any infrastructure on the land the City of Sherwood wants to bring into the UGB either. Developers pay for roads, etc. directly in front of the housing they are building; however, they don't contribute anything to improve all of the arterial roads, Hwy 99W, etc. that become overburdened due to the thousands of people their developments add.	8/22/2024 2:52 AM
15	Protecting historic and cultural resources	8/21/2024 11:09 PM
16	The characterization of the mixed use as having unique characteristics for industrial use is way off base. To believe this seems to focus on the fact that the area is flat and undeveloped. It ignores a range of characteristics which make it unsuitable. 1. The land is sandwiched between neighborhoods to the south and west. A federal bird sanctuary lies to the immediate east. Farmland borders the area on the north. In fact the only reason it is undeveloped is it too is farmland. Finally BPA transmission lines go right through the center. If the thought that it will provide acreage for chip manufacturing, the City of Sherwood and Metro are just plain wrong. Do a little bit of research and you will find chip manufactures avoid electrical transmission lines due to the electromagnetic impact on chip fabrication. It is an ill considered scheme. It is not technically feasible for semi conductor manufacturing. In addition an industrial use would not conform with any of the current land use to the north, south, east or west.	8/21/2024 10:52 PM
17	Yes, in two areas. In "Planning amid uncertainty" in the executive summary, Metro does not include issues with the cost involved with the infrastructure and services of an expanded UGB. Cities in the metro area, and Oregon as a whole, are facing severe budget crises that all stem from over-expansion. We have built a large service area we need to provide infrastructure (roads, water, sewage) and services (police, fire, health) for, and cannot afford to. We have only gotten this far by deferring maintenance that is catching up to us. The Executive Summary also does not mention climate change once. We must pursue planning options that reduce GHG emissions. Lower-density housing leads to increased GHG emissions.	8/21/2024 10:47 PM
18	Pipe chicken Creek and add water quality facilities	8/21/2024 9:32 PM
19	there is plenty of land inside the current UGB, however much of it has locked up by garbage zoning and other rules that limits residential development's financial viability. we need to cheerlead all residential development and continue to chop down fees and rules until we get a deluge of infill development. it will make our place more financially productive, affordable and livable	8/21/2024 8:16 PM
20	I do not think the report factors in the restrictions on the land, such as existing power lines and the nature of natural wet lands. Power lines emit electromagnetic waves that greatly impact the manufacturing of microchips. Additionally, there are existing restrictions regarding industrial building on protected wetlands and their associated upland habitats.	8/21/2024 6:06 PM
21	The utlimate cost of the loss of farmland and natural areas. The proposal fails to understand the new realities and assumes more development is without this cost.	8/21/2024 5:50 PM
22	It ignores the opportunity for infill and densification of existing neighborhoods already within the UGB.	8/21/2024 4:55 PM
23	That growth has leveled off and the changing demographics of the area.	8/21/2024 4:22 PM
24	Yes, where is the money coming from for the infrastructure needed to support this proposed	8/21/2024 3:40 PM

	expansion? are builders and developers paying or are the taxpayers on the hook? In addition the discrepancy between the Growth report and the city of Sherwood projections justifying the expansion is hard to reconcile.	
25	Specifically in the Sherwood West expansion, the concept plan did not represent the will of the majority of Sherwood residents. 80% of residents did not want to see the level of expansion and were gravely concerned about how it would effect the livability and sense of community that already exists. There is no reason to add the entire amount into the UGB at this time, smaller more thoughtful expansion was never considered and the cost to add services to more of the rural portions of the reserve will be a huge burden to citizens, despite the city claiming it will not.	8/21/2024 2:58 PM
26	What's the plan to pay for the upkeep of all these new roads and sprawling infrastructure? Portland's budget is much larger than Boston's despite a smaller population in large part because we aren't as dense and suburban neighborhoods don't pay for themselves in taxes once they start to require maintenance. If we built denser on our existing roads, we might actually have the tax base to support them.	8/21/2024 2:35 PM
27	Is there consideration of preservation of trees and plants for carbon sequestration and other environmental benefits?	8/21/2024 10:54 AM
28	Land developers don't care.	8/21/2024 8:33 AM
29	Save farm land	8/21/2024 7:10 AM
30	No	8/20/2024 11:35 PM
31	Congestion is already a problem along Roy Roger's Road as it runs into Sherwood and connects to Highway 99. How will expansion and development of high density housing and business along this route between Roy Roger's, Lebeau, Elwert, and Edy roads not contribute to further traffic issues and noise? The growth projections Sherwood has provided to support this expansion are not consistent with the growth trends and true projections. As an example, the new high school was built to accommodate continued growth based on inflated projections. We now will see declining enrollment starting in just a few years. The school is struggling with budgets for the first time in years as the community is saddled with paying down the debt incurred to build a school that is proving to be too large. The housing need for the Portland Metro area is entry level to lower income affordable housing. Sherwood has become a more affluent community and is not conducive to development that will attempt to be affordable. Finally, there is no historical precedent for such a large expansion for this area. All of the above points would support reevaluation of the request to right size it for the true need for the community and support measured growth as opposed to an explosive expansion that could contribute to already tough traffic issues that impact Sherwood and the surrounding communities of Washington County.	8/20/2024 7:43 PM
32	Is property owners in Sherwood we favor the mixed use plan for Sherwood West on Kruger Road above Sherwood High School.	8/20/2024 6:24 PM
33	The amount of land proposed to be added into the urban growth boundary is staggering. Turning farmland into light industrial is sad. Sherwood still has large amounts of land available in the current boundaries. Elwert road is unsafe at its current speed limit and traffic congestion is already an issue with frequent accidents.	8/20/2024 6:21 PM
34	No	8/20/2024 6:19 PM
35	Sherwood protected land should not have zoning changes to allow for industrial growth	8/20/2024 5:00 PM
36	Traffic safety	8/20/2024 4:53 PM
37	Providing larger single family lot sizes in expansion.	8/20/2024 4:49 PM
38	The rate of growth in Sherwood area is not as substantial as the large proposal for 1291 acres, has anyone thoughtfully analyzed how long it would take to fill all the proposed housing.	8/20/2024 4:48 PM
39	Expansion for the sake of expansion. If they build it, they will come often untrue.	8/20/2024 4:25 PM
40	Sherwood area is not ready for this type of development	8/20/2024 4:20 PM
41	Quite a bit, actually. What is needed is a broader, more region-wide perspective, not mere kowtowing to Sherwood's empire building. It is not clear why Metro appears to be pushing this effort. Sherwood has ample undeveloped land within the city now, and has -0- interest in	8/20/2024 4:18 PM

	accommodating affordable housing anywhere. The northwestern portion of the proposed UGB expansion encroaches unnecessarily-almost gratuitously-upon successful agricultural operations whose success is closely linked to their rural setting. Again, it is hard to understand how or why Metro seems to have bought in on this weak, and destructive, proposal.	
42	Recognizing that the Willamette Valley is one of the richest soil areas in the world. We can increase growth inside the UGB and save our PRECIOUS farmland s	8/20/2024 4:10 PM
43	Do not expand the growth boundary in Sherwood where the high school enrollment is declining. Focus efforts on revitalizing Portland legacy neighborhoods and existing under supported schools.	8/20/2024 4:03 PM
44	There are a lot of items that we are questioning. They have been and will be submitted separately. Lot's of that data and other information is very misleading and/or obsolete and based on false assumptions.	8/20/2024 3:52 PM
45	Sherwood had enough land to build homes and businesses and industrial buildings without expanding the urban growth boundary	8/20/2024 3:52 PM
46	Expansion to the west without proper funding, study of the transportation costs including the costs of crossing fish bearing streams, condemning farm/wine property is in appropriate. Expecting the developers and existing landowners to bear the cost of development and hoping for federal funding for road improvements is narrow sighted.	8/20/2024 3:46 PM
47	The proposed plan *looks* like spraw. Even with the green spaces in the plan, there seems to be little to consideration for walkability or residential services. Also there seems to be inadequate consideration for the amount of traffic this will introduce on Elwert.	8/20/2024 3:46 PM
48	I'm concerned not enough consideration is given regarding available lands that the current owners aren't willing to sell, putting upwards pressure on land prices.	8/20/2024 3:31 PM
49	Yes, the Sherwood expansion plan is not proportional to the needs of the area and sustainability of agricultural lands. The numbers don’t add up.	8/20/2024 2:53 PM
50	The student enrollment decreasing which should be considered when planning on an unnecessary new school.	8/20/2024 10:54 AM
51	Yes, I'd like to see rail right of way reservations within the urban growth boundary area expansion. An exclusive ROW reservation is easier to set aside before development.	8/19/2024 6:09 PM
52	Use the land that is already inside the UGB first. No more tax increased and increased traffic please.	8/19/2024 12:45 PM
53	It’s incredibly disappointing that the report makes zero mention of the impact of the Urban Growth Boundary to will totally undermine any efforts to address climate change. Metro continues to ignore the science, and push for expanding car infrastructure and sprawl. We are poisoning the planet, and this action will massively increase GHG emissions.	8/18/2024 8:37 PM
54	There needs to be greater emphasis on increasing density and building up, not out	8/18/2024 8:30 PM
55	Traffic, it’s horrible and adding more houses is not keeping the town of Sherwood a great place to live	8/18/2024 7:01 PM
56	The report makes no mention of why the city of Sherwood needs to expand outward further from "Downtown Sherwood" and across 99W rather than upzoning and developing further around central services of community like libraries and grocery stores.	8/18/2024 5:10 PM
57	Sherwood has a ban on new apartment development in most of the city. Allowing an expansion of the growth boundary to this level when we are in a housing deficit will do nothing to alleviate the problems. Start with allowing these developments before agreeing to expand the growth boundary	8/18/2024 3:42 PM
58	Do not go forward with Sherwood West plans!	8/18/2024 3:25 PM
59	Greater enforcement of the UGB, do not allow Sherwood to violate it.	8/18/2024 2:25 PM
60	Sherwood Oregon has a near city wide ban on apartments. They should not be granted a UGB expansion before they show true need. Build some apartments Sherwood first!	8/18/2024 2:25 PM
61	No one wants to ask the hard questions about where the water will come from to support all this new development. We need to encourage businesses to choose small towns that have	8/18/2024 1:21 PM

	lost their timber jobs. Stop over-crowding the metro area.	
62	The complete wreckage of the farmlands, farm stands, community farm activities, scenery, peace, quiet, and character of the rural SHERWOOD community if the UGB were expanded in this way. Stop trying to make Portland better by absorbing everything around it to be ruined like Portland has been.	8/18/2024 1:20 PM
63	The fact that we do not use the existing UGB wisely.	8/18/2024 1:11 PM
64	Sherwood has an apartment ban yet wants to expand their growth boundary. This is counteractive to our housing and density goals in the Portland metro area. I ask that the council deny their UGB expansion in favor of more density within the current Sherwood city limits.	8/18/2024 12:49 PM
65	How are you going to ensure affordable housing goes to younger people without it being considered discrimination? Are you going to limit it to only Oregonians allowed to buy it?	8/18/2024 12:29 PM
66	Cities in Washington County maintain apartment bans across the overwhelming majority of residential land. Instead of lifting that ban, and finally allowing for adequate housing production, they insist that we must sprawl into more natural and agricultural land. Metro must ensure that there is a 20 year buildable lands inventory, and instead of fulfilling that through granting yet another irresponsible expansion of the UGB, it must exercise it's immense authority and compell cities to legalize more housing in existing residential areas closer to good transportation, job centers and amenities. Metro must also use its weight to compell cities to cut red tape that present a barrier to housing production, speed up permits, reduce discretionary processes, reduce permit fees and SDC charges.	8/18/2024 11:49 AM
67	This report inadequately considers the fire risk, climate impacts, and regional transportation connections for this plot of land. The notion that Metro is considering allowing more southern-California style sprawl in area with very poor automotive and transit connections in 2024 is deeply frustrating. As the last several weeks of media reporting have revealed nationally, this type of development will not be insurable in the coming years. Metro needs to think forward and better realize the context in which it is making this decisions. Developers want more land: not Oregonians.	8/18/2024 11:27 AM
68	Yes, better roads to handle the traffic.	8/18/2024 9:40 AM
69	What the decision makers already know and must reconsider, dense housing is not good for young families! There’s no place for kids to have a yard and play or have a garden. These homes are an eyesore to the landscape. It’s all about money and not the people. These home are NOT AFFORDABLE.	8/18/2024 7:48 AM
70	The area of Sherwood West is great farmland and wineries that make our city unique. While some development around the high school may be necessary, the Sherwood West concept asks for more expansion than is needed to support our community.	8/18/2024 6:28 AM
71	I think whoever has been making decisions for Sherwood has been doing a horrible job. I’d like to see more independent and family run businesses, not more hotel chains, restaurant chains, etc. I don’t think rapid growth is the right way to approach the future. Sherwood should be investing in what we currently have available in town, people who are interested in starting businesses. Preparing for challenges of the future should be the focus. Not continuing to expand. That will not solve anything, it will just make the problems we already have worse.	8/18/2024 1:08 AM
72	Don't build more homes, save our farms, and improve on what we have already	8/17/2024 8:46 PM
73	I don't see strong consideration of the potential downsides of each plan. If housing is underbuilt (because the area grows more than expected), the consequences are very bad - house prices rise again, families are priced out, people lose their housing, etc. But if we build more housing than necessary, the consequences are not so bad - we are just future proofed and ahead of schedule, dropping housing prices even more.	8/17/2024 2:48 PM
74	There are many types of housing and according to our governor, we need to address them all. When I move to Sherwood 20 years ago, I had three children and was able to find a house that has worked for us . If all that was available were apartments, or high density housing, we would not have moved to Sherwood. We need to have houses that young families can afford, perhaps creating a land trust like in Medford. I understand some that some people want to stop all development, but I believe that that will cause our beautiful schools to be empty and result in us needing to accept students from a larger area. This will have a detrimental effect on not	8/17/2024 9:10 AM

	only our community, but we would most likely attract the best and brightest that could afford to be driven to Sherwood everyday. This would diminish schools in the surrounding areas. We also typically lose people who no longer have children in the schools. We need a place for them to have affordable housing that is smaller so that they do not need to leave their social circles.	
75	The importance of preserving natural areas	8/17/2024 8:27 AM
76	I think that small outlying areas like Sherwood need to remain small. We moved here to a smaller city because we didn't want traffic and houses and excessive growth.	8/17/2024 8:02 AM
77	Climate change and public transit/alternative transit should be of utmost importance.	8/17/2024 5:18 AM
78	Zoning needs to stay where its at	8/16/2024 11:03 PM
79	How valid are your growth models? Internal and external growth appeared stalled.	8/16/2024 9:31 PM
80	I do not think that the impact of adding space as per the Sherwood plan addresses the congestion problems that will worsen or the impact on quality of life in the area.	8/16/2024 4:23 PM
81	Adding urban growth in areas lacking efficient transportation options only creates more expensive local long term costs and declining quality of life	8/16/2024 4:23 PM
82	Population in the Portland area is going down and continued to go down. We do not need to expand so much.	8/16/2024 11:44 AM
83	current roads are not capable of supporting new housing neighborhoods	8/16/2024 7:35 AM
84	Provision of shovel-ready, buildable land for housing and jobs for the next 20 years.	8/15/2024 1:41 PM
85	Growth in the Sherwood direction seems haphazard	8/14/2024 1:08 PM
86	Landowner rights near urban growth areas	8/14/2024 7:01 AM
87	There is a lot of unoccupied space in downtown Portland and surrounding areas. The economy is not in a good position now, no one can afford to purchase a house or pay the high price of rent.	8/14/2024 5:31 AM
88	No. I 100% oppose the expansion of the urban growth boundary	8/13/2024 10:06 PM
89	It says one of the goals is to protect farmland but yet everywhere I look I see more and more land being turned into industrial buildings and houses. So many farms have been lost and it is disappointing to see.	8/13/2024 7:54 PM
90	i am opposed to the Sherwood West Concept Plan, as there is not infrastructure in place to support growth of that size at this time.	8/13/2024 4:45 PM
91	I do not think the Sherwood population is growing as rapidly as stated there is enough housing to sustain growth	8/13/2024 4:06 PM
92	Stay out of Wilsonville	8/13/2024 1:58 PM
93	More transparency of Metro projects. We have a few near us and it’s difficult to get straight answers.	8/13/2024 12:55 PM
94	People need to know what the cost (not the money) is to our community when we just keep building and building and building and taking away land from people that don't want to give it. You have wildlife with nowhere to go but in the neighborhoods then people get upset they are in the neighborhoods you wonder why food is so expensive and unhealthy and it's because with every new community you have less area for farms which means our food comes from further and further away and you have no idea how it gets there or who grows it. Building more shouldn't be the only option.	8/12/2024 6:13 PM
95	Urban densities are reaching unsustainable levels. We have vast room to expand UGB's and we shod do so. Make a plan to double the amount of land available for residential development over the next 20 years. Stop trying to cram ppl in tight places. Fix it now before all the counties decide to annex into Idaho.	8/12/2024 5:29 PM
96	Funding and impact of non taxpayers on quality of life	8/12/2024 4:44 PM
97	Yes, not adequately thought out.	8/12/2024 10:01 AM

98	If Portland area can't enforce the crime there is now why grow?!? ! How about we clean up what is the problem now: homeless, drugs, etc Then when that's taken care up perhaps talk about growth. But why talk about growth when crime is through the roof with what's there now?!?!	8/12/2024 7:23 AM
99	Citizens of Sherwood are not opposed to growth. We are opposed to frivolous spending on endless, poorly planned suburbs that are not supported by current growth patterns and predictions	8/11/2024 8:32 PM
100	PRESERVE GREEN SPACES.	8/11/2024 8:15 PM
101	I need more park with big trees, MORE BIKE LANES, less cars, there is nothing of that	8/11/2024 2:32 PM
102	Traffic congestion already exists on Sunset due to new high school and turn restrictions onto 99 from Brookman/chapman. The neighborhoods back there are not all built out so we haven't seen the true impact of that traffic. It is already very difficult with the existing population adding more houses and more cars is not going to help.	8/11/2024 10:27 AM
103	The most basic of economic theory is supply and demand: restrict supply and the inherent demand will cause price increases. If affordability is a key driver then ensuring adequate supply of land is fundamental to affordable housing.	8/11/2024 8:18 AM
104	We need more land made available for single family housing and just not for apartments.	8/10/2024 11:46 AM
105	Impact on agricultural, wildlife and wetlands.	8/10/2024 10:36 AM
106	Family size is declining. Discourage large house development by charging higher fees and taxes for houses greater than 2300 sq feet.	8/10/2024 9:58 AM
107	Don't steamroll new development...require government agencies to actually and actively listen to citizens. So often over the years I've seen city councils hold meetings for public to share thoughts, but it is very obvious that a plan has already been decided on and nothing residents say is taken into consideration. Most recent example is in King City where a residential street will soon be turned into a major, multi-lane road, destroying the neighborhood with too much traffic and making it a major thoroughfare.	8/10/2024 7:37 AM
108	Many people want to own their residence or live somewhere single-family. Statistics show that kids have higher achievement if they live in a regular home as compared to an apartment. That said, the low number of single-facility homes planned doesn't line up with the priorities/preferences of residents, nor what is best for the next generation.	8/9/2024 11:15 PM
109	Have you population projections taken into account that so many people are moving out of Oregon?	8/9/2024 5:50 PM
110	As updated projections for growth shows a downward trend particularly with the enrollment of the relatively new Sherwood High School at cost of aproximately $248 million financed by taxpayers. The proposed Sherwood UGB plan if approved will again significantly impact taxpayers as well as displace current residents. Smart, prudent and realistic planning for growth is much needed. Otherwise, grabbing large parcels of land with current and productive uses in one fell swoop will have dire immediate consequences as well as unintended consequences in the future.	8/9/2024 11:13 AM
111	Impacts to natural greenspaces, waterway management.	8/9/2024 9:51 AM
112	It is painful to see "decision makers" who see vast developments as necessary instead of using the less desirable land that is available or at least not develop in patches that can be sub divided. Reserving the nature we have is important. As a native Oregonian we do not want Califonication…Mass sprawls of urbanized land. Gentrifying of old neighborhoods should happen before expanding.	8/9/2024 9:32 AM
113	Do not expand the proposed Sherwood area plan, too much traffic causes people to take country roads not built for this high volume traffic. It is causing dangerous situations with high speeds and too much volume on roads not built for this much traffic.	8/9/2024 6:58 AM
114	No	8/8/2024 9:04 PM
115	Oregon is changing many say. Lower population =charm. Higher population =more crime	8/8/2024 8:18 PM
116	Think about cleaning up what you have and not creating more that you can't take care of	8/8/2024 7:45 PM

117	Impacts of Climate change	8/8/2024 7:45 PM
118	The necessity of preserving farmland	8/8/2024 7:05 PM
119	Stop the sprawl	8/8/2024 6:28 PM
120	Keep land as is no more commercial growth	8/8/2024 6:24 PM
121	You are pushing out small family farms by expanding the urban growth boundary.	8/8/2024 1:58 PM
122	I think Sherwood's specific analysis at the local level should be part of the Metro Council decision making. There's a strong argument to be made about where people want to live and work that doesn't always translate to regional land availability.	8/8/2024 1:04 PM
123	no	8/8/2024 12:02 PM
124	I am very against the tall high rise forms of living. The people that buy them are childless. Single family homes need to be focused on. As large companies come this way, Sherwood, the employees come for the schools, and they have kids. Our schools are emptying because there are no children coming up the ranks. It is very sad and the schools get paid per child enrolled. We build all of this for the now, but not for the duration.	8/8/2024 11:42 AM
125	The report seems wise and carefully written to me.	8/8/2024 11:25 AM
126	If the population is slowing or declining why should the boundaries be expanded? Sherwood does not have the infrastructure for expansion. The roads are overcrowded now.	8/8/2024 11:04 AM
127	Traffic and dense housing increases school crowding	8/8/2024 10:47 AM
128	How about we grow in the surrounding communities outside of portland? Office space downtown is empty, people are fleeing the city yet we want to rip and build on fatmland	8/8/2024 9:54 AM
129	I think we need more responsible growth. We keep building more while there are buildings sitting empty for years. Sherwood theater has been empty the old Hagens building in Tualatin also has been empty for several years as well as my others. Maybe before expanding one should consider repurposing existing buildings.	8/8/2024 9:42 AM
130	I can see wanting to expand the boundary to the north or SE. Tigard, Tualatin or Wilsonville will want to grab that space. There doesn’t seem to be a push from the west or Sw for that space. Need to not spread to far too fast. IMO	8/8/2024 9:37 AM
131	Not considering what is best for us in Sherwood. We like small community living. Stay away !!!	8/8/2024 8:49 AM
132	I think there are other places, for example West Lynn or Wilsonville that already have the beginnings to your urban sprawl. There are just too many roads that are congested and it’s becoming Los Angeles quite frankly disgusting. Please leave some of the cities in Sherwood Canby etc., so that we can have rural areas and people that want the countryside feel. Leave them alone.	8/8/2024 7:14 AM
133	it seems clear that the statistics regarding growth (population and growth) indicate that expansion of UGB is not needed at this time. The Sherwood West proposal is the product of a few influential politicians and developers, and is not the desire of Sherwood general population.	8/7/2024 8:21 PM
134	Does not consider the exodus of people from Portland to Washington due to higher and higher taxes; recent layoff statistics and declining population does not justify the need for expansion of the UGB; no indication of jobs to be created by each business when AI and automation are replacing workerrs	8/7/2024 7:57 PM
135	we don't need UGB expansions, there are so many places for redevelopment, and developers are making way too much money, create a local lending program for building affordable housing, and for wealth building for communities of color	8/7/2024 4:34 PM
136	It looks like a good plan.	8/3/2024 8:26 PM
137	Historical aspects, the heritage of native people, the preservation of land that may contain artifacts, minerals or be of historical importance. Or, significant & with a legacy of those who came before us. The rights of farmers, especially, families who have been tending to land (much of it which could be considered some of the best in the nation for agriculture) & animals for generations. Also, the Native Americans heritage & culture as many areas in Oregon have artifacts (that can easily be missed, discarded or ignored), historical & cultural symbolism & importance.	8/3/2024 12:50 PM

138	OR 99W and Sunset Blvd intersection needs a traffic study before the UGB is expanded, not after.	8/2/2024 11:42 PM
139	There are lengthy discussions about housing and industrial building, but no mention of commercial amenities close to housing. It would be nice to have restaurants that are not in strip malls and are more integrated into each neighborhood (like old Portland, with small stores, eateries, service stations among the neighborhoods). Feels less like SPRAWL.	8/2/2024 3:13 PM
140	The land that is left for residential development isn't always workable for builders. Sometimes the land, although surrounded by neighborhoods, cant gain utilities. Or the transportation plan doesn't match the development needs of the city. I'd like to see more opportunities in Tigard, Beaverton, Bethany, and Hillsboro.	8/1/2024 12:31 PM
141	No	7/31/2024 8:37 AM
142	Decide on buildable land areas based on _middle housing_ options, not single-family zoning!	7/30/2024 7:44 PM
143	Unfunded past needs.	7/30/2024 8:55 AM
144	the public is appalled at the appearance of high density neighborhoods. people are leaving Portland becasue if the fixation on density and the lack of senior living options. The public seeks more diversity in housing choices and more complete neighborhoods.	7/30/2024 7:14 AM
145	The urban growth boundary is one of Oregon's most valuable assets. Preserving this boundary in spirit and in substance is critical to this state being the place people choose to live.	7/29/2024 11:48 AM
146	not at this time.	7/29/2024 9:35 AM
147	The consideration of houses not being available or owned by residents. It doesn't do any good for the community if corporations or individuals are purchasing homes to use as rentals or other money making ventures.	7/29/2024 7:48 AM
148	no need to expand ugb, make esisting city more dense	7/28/2024 12:50 PM
149	Climate change, both how to mitigate it in the urban area as we grow, and how to reduce everyone's carbon footprint through planning.	7/28/2024 8:34 AM
150	Yes. There's a housing crisis. Homes are unaffordable. Supply is not matching demand. We should strive to have the same housing affordability as Michigan, not just accept that the west coast is expensive. We made it this way. We need to adopt the if we built it someone will live in it and build until the affordability crisis is abated. This report does not address the immediate needs nor total volume of new housing supply with the urgency the problem deserves from an organization that has the power to make a difference.	7/25/2024 7:17 PM
151	It looks pretty good	7/24/2024 5:33 PM
152	Yes. I have several concerns and oppose approval of the proposal: 1. The City of Sherwood failed to plan for traffic infrastructure related to the proposed growth, making the plan unfeasible. 2. The proposed industrial zone has large swaths of area that are designated at Title 13 upland habitat. The plan does not address this major barrier and operates on an assumption that the designation can be removed or does not apply. 3. The proposed industrial zone has a 500KV transmission line running diagonally through a central segment contemplated for large-scale development. Use within the easement is extremely limited (parking lots, containment ponds and the like), making the area not suitable for industrial development. 4. The area is not suitable for chip and other similar types of manufacturing due to EMI (electromagnetic interference) from the transmission line. 5. The proposed industrial site is in the gateway to wine country from Hillsboro and Beaverton, threatening the agricultural use that is a major benefit to Oregon's economy. 6. The proposed industrial zone is in close proximity to the Tualatin National Wildlife refuge, raising additional concerns about environmental pollutants in this ecologically sensitive region.	7/24/2024 3:55 PM
153	I agree with Dr. Gerard Mildner, Professor Emeritus of the PSU School of Business who makes these important points: 1) Metro should reject the staff's Draft 2024 Urban Growth Report. High housing costs are real. Working at home (now 24% of workers) requires larger housing units, not smaller ones. The existing UGB includes a lot of hard-to-develop parcels, as well as private zoning that prevents middle housing. 2) In the draft, staff argues that "fertility rates in Oregon are below replacement, so high population growth only comes from attracting younger workers. Younger workers choose multi-family locations. And more multi-family apartments	7/24/2024 11:56 AM

	means less acreage needed within the UGB. Hence, no need to expand the urban growth boundary..." There are two problems. First, multi-family housing is more expensive on a per square foot basis: Two-story apartments are the lowest cost form of apartments. Five-story construction like we see in Beaverton and East Portland require rents about 50% higher to justify construction and dominate when land costs are higher. True high-story using steel and concrete (or massed timber) requires a further 50% premium in rents, and dominate in downtown Portland. Hence, Metro is exposing us to further increases in housing costs. However, housing prices are never discussed in the Draft Urban Growth Report. Staff applies their engineering metrics of people per hectare, and ignores economics. Second, people age and have families. While it's possible to recruit college graduates to move to the region, the individuals seek larger housing units as they age. The 22-year old who arrived in 2024 will be a 42-year old at the end of the planning period. And as we discovered during the pandemic, single-family homes offer great opportunities for home offices, bedrooms for relatives, and backyards for children. We need to factor in that people grow up.	
154	I can see making a special exception for UGB in the case of Intel or another massive commercial project that's going to inject billions of dollars into our local economy. But that's the only exception. Suburban sprawl is a proven GDP killer. I have found the website Strong Towns to be immensely helpful in explaining to people why suburban sprawl is actually bad for economic development in the long run	7/24/2024 7:32 AM
155	It seems Sherwood will need more housing and mixed use high-end shopping areas for its residence. Already housing prices are high because there is a shortage in the area.	7/23/2024 9:20 PM
156	Denser Development	7/23/2024 8:54 PM
157	This report shows we have a shortage in housing and employment land and we need to continue to grow in a way that enables quality of neighborhoods, affordability and attract businesses. We need to continue to grow to be healthy.	7/23/2024 8:30 PM
158	The low value of subjective assessments of the types of growth that will occur in the future. Footnote 3 on Page 38 relies on jurisdictions own estimates of what kind of demand for housing there will be in the future, despite the noted clear market incentives to the contrary. Middle housing has only really been available for a few years, and that period has been heavily punctuated by the pandemic. The real impact of those changes will take decades to see, and subjective information about past growth patterns have little value in the face of the newly unleashed market demand that will, under all other scenarios, drive new growth. This is especially important to consider when every other scenario for growth supports Metro's policy goals. Finally, I find it very strange that only a single small city in the region has interest in expansion. Either that city is misinformed about actual demand (a "hospitality zone" in Sherwood, really?) or every other jurisdiction in the region has completely missed the boat. I think I know which is more likely. I suggest that the Metro Council take into consideration the dearth of expansion options being presented as further evidence that the demand for growth actually isn't there.	7/23/2024 6:39 PM
159	The estimates assume many things, but do not factor in new work from home models, AI impacts on work models, or any other forward looking assumptions.	7/23/2024 6:19 PM
160	By enlarging growth boundary you are taking away areas which are now rural and small woodlot areas enjoyed by middle class and lower class families and replacing them with small apt, house lots. The gap between the wealthy obama like estates and what you want to do will increase. And which group do you belong to?	7/23/2024 3:19 PM
161	I agree that the boundary should not be expanded and we should work to improve the existing land	7/23/2024 3:14 PM
162	Taking into consideration the land and low traffic needed in agriculture areas where you have animals, large machinery, etc which is impacted by bringing in commuter roads.	7/23/2024 2:12 PM
163	Severe traffic problems with overburdened road systems in Sherwood Oregon and SOLUTIONS before even considering growth outside the current urban growth boundary. No need for industrial growth outside of current growth boundary - extensive options along Tualatin Sherwood Road. Adequate development land within the current Sherwood boundary.	7/23/2024 12:06 PM
164	The need for farmland is critical. Other than a gratuitous statement of its value, the Report does not address the consequences of replacing fertile, productive land with houses and industry. Build those structures on poor soil, where farming is not tenable. This should be addresses in the Report.	7/23/2024 11:17 AM

165	A UGB expansion in a part of the metro area poorly served by transit and likely to be entirely car dependent does not align with any of our regions goals. As such, it's unclear why it's being considered	7/23/2024 2:36 AM
166	I think the zoning is way too aggressive, I think we need to honor what Tom McCall wanted for Oregon. I don't believe creating more homes is going to create housing that is more affordable. Supplies are too expensive and resources are limited. I think if we randomly infill without thinking ahead, then we're just going to be damaging Oregon as a state. I think we need to address infrastructure rather than just letting infrastructure motivate us to improve it based on building more homes. No toll without a vote. Let's stop copying municipal code in California and let's get with with the program on why people are moving out of California. Environmental first!!	7/22/2024 3:06 PM
167	Building designs with the change in climate in mind.	7/21/2024 10:35 AM
168	The area is losing residents. There's no reason to extend the growth boundary.	7/21/2024 9:00 AM
169	Looks good to me, just want more density	7/20/2024 9:12 PM
170	Do not expand the urban growth boundaries anymore. We have enough land within their current extent to build densely. This will preserve open spaces and discourage car usage which is bad for the environment; it will also encourage transit usage which is the way of the future.	7/20/2024 7:38 PM
171	No	7/20/2024 7:41 AM
172	Inclusive community engagement; conducting an equity assessment on the concept plan	7/19/2024 4:15 PM
173	Not enough work was done to analyze changes in policy that encourage veritcal growth and density in the existing lands. The report focused on unused/available lands, which is not the only way to change policy and discourage sprawl through UGB expansion.	7/19/2024 2:06 PM
174	First, if manufacturing jobs represent only 10% of total non-farm jobs in the region, why so much emphasis on it instead of prioritizing other sectors? Second, is there any study of the effects UGB growth causes on air and water quality? Pollution is a crucial factor to consider.	7/18/2024 12:03 PM
175	Residential RV parks and mobile home parks can be a very useful tool for lower income housing, but they are prevented in many communities and not mentioned in the reports	7/18/2024 6:16 AM
176	There is too little consideration for watershed restoration in suburban areas. At this stage in development it would still be easy for us to reclaim riparian areas and sections of streams with free flowing water and designate them for public use. If we wait twenty years more of that land may be covered with pavement or sterilized of natural habitat.	7/17/2024 11:12 PM
177	TRAFFIC 🛑	7/17/2024 6:04 PM
178	The report claims that more land is needed for "welcoming families". Aside from the city of Sherwood targeting employers not residential development, the claim that there isn't enough land for either is absolutely false. Look at the development adjacent to the Tualatin-Sherwood highway. It's all auto-centric, low-rise sprawl surrounding a wide highway that only induces more driving. Even the high school is auto-dependent. If Sherwood (and the rest of Oregon and the US) developed in a similar pattern as before the car dependent suburban experiment, there would be plenty of land available for new businesses and families. Instead of looking to reverse the mistakes of the past 5 decades, Sherwood is just trying to continue the auto-dependent development. The city is claiming that they need space for all type of housing and that land scarcity is driving up costs. That's baloney. The suburban development is what's made land scarce because of inefficient use. And an efficient use of land will make land available for housing. Just not the typical suburban single family detached housing. And while the state mandates sidewalks and bike lanes, it doesn't mean that they'll be used when the destinations are far apart and the environment is hostile to the development. Finally how does all this need take into consideration the development going on in King City, Hillsboro, etc.? If you're only looking at Sherwood in a vacuum, then you are missing the cumulative impacts of development as well as trying to steal jobs from surrounding communities.	7/17/2024 2:18 PM
179	The will of the people who live here.	7/17/2024 2:00 PM
180	This expansion creates too much low density housing. If the proposal is serious about creating more housing and jobs it should only include space for multifamily housing that can be mixed with commercial spaces. We need more NW 23rds not more Lake Oswegos.	7/17/2024 9:20 AM

181	No. Please approve it	7/16/2024 11:18 PM
182	For Sherwood to maintain its quant quiet small country town feel it cannot continue to sprawl out into the countryside that makes Sherwood what it is. There is enough space currently in the city that should be reimagined and redesigned to support more homes and people	7/16/2024 8:46 PM
183	The report did not consider the potential impacts of climate change, in terms of population increases in the Northwest due to cooler weather and water availability relative to other parts of the country, and also impacts of climate change on the wildland urban interface and how this could impact fire risk for the edges of the Portland area.	7/16/2024 8:26 PM
184	Plan more roads. Stop allowing destruction of natural area and trees and require trees be preserved as well as more planted instead of grass.	7/16/2024 6:26 PM
185	I think a more in-depth analysis of how mixed use and/or dense an area needs to be in order to, at the very least, financially break even (taxes collected minus cost of local services provided), would be highly beneficial, especially if it can be put in a visual format which is much easier to understand. Urban3 (which worked with the City of Eugene) does this kind of work, and I feel Metro may gather very valuable information from this type of analysis, even for specific areas within the UGB. Financial viability should be at the core with Metro's development decisions so ensuring this single element is achieved and can be demonstrated to the public with figures and images seems an essential element to consider.	7/16/2024 5:52 PM
186	I think the decision makers have already made up their minds on what they plan to do and it many times is not in the best interests of the communities	7/16/2024 12:20 PM
187	No.	7/16/2024 10:24 AM
188	The employment and population forecasts are unduly pessimistic. This area has done better than national trends consistently over the last few decades, and the forecasts appear to anticipate decades of decline.	7/16/2024 9:04 AM
189	Funding for schools! You cannot expand boundaries and overfill our schools without discussing how these (and other entities) will see a compensatory increase in funding.	7/16/2024 8:09 AM
190	There needs to be more land opened for more housing. We need to restrict Airbnbs as almost a quarter of homes are being bought by investors and rented out increasing the cost to rent and to buy. If we limit airbnb or charge a fee for doing Airbnb we can create revenue to allow for more subsidies on housing. But the biggest need is a larger amount of buildable land so people can actually afford homes and lower price.	7/16/2024 8:00 AM
191	Metro needs to read between the lines of the Expert's analysis. Even the small baseline growth assumption seems optimistic. Developing suburban land will not create "affordable housing" in locations where it is needed.	7/15/2024 8:39 PM
192	Why do we need to create conditions to attract people to settle here? It's okay to not do that. They will go elsewhere and that is okay. We have always been fine. We already have too much congestion and need breathing room.	7/15/2024 7:50 PM
193	I think crowd control. If you are going to purchase a house, chances are you want a yard, places to safely park (or where guests can safely park), and really resources and road/traffic control. The bigger Portland gets, the more cars on the road…maybe it's time to consider different highways that avoid clustering the hwys that already exist. Wildlife also needs much more considerations. We have a lot of animals that migrate through the season and even during the day, they need safe areas to complete this. Tigard has amazing walkways through the city which follow a stream and tons of wildlife use it for traveling away from cars as well as a food, shade/shelter, and water source. It's surrounded mostly by roads with low speed limits which is helpful too.	7/15/2024 7:17 PM
194	Quit taking out property	7/15/2024 6:47 PM
195	More focus on providing good housing for all demographics and not creating slums. More focus on transportation as well as drivability. More focus on public safety, education, sustainability,	7/15/2024 5:54 PM
196	Maintaining an affordable supply of single family and mid density housing	7/15/2024 5:28 PM
197	Too many people in the boundary lines causes insane traffic for people living near the highways. I can't even get out of my neighborhood to turn on to a road because there is so much traffic	7/15/2024 5:12 PM

198	The proposed size of the UGB in Sherwood seems extraordinarily oversized, with lands that are currently used for employment in forests, farmlands and wineries being usurped by potential new employment that is uncertain. Damage to watershed and forest lands are not be duly scrutinized.	7/15/2024 3:31 PM
199	Thank you for the survey. Please remember to hear both sides of the coin in all of these affairs.	7/15/2024 3:25 PM
200	When economic development staff in the region are working to attract employers, they need quick decisions. We never have enough options. I think the semiconductor task force and the state's decision to allow an expansion if the opportunities present a quick decision. More 'optional' land could be a good policy when all the right conditions are met.	7/15/2024 2:14 PM
201	I think you are gonna see tons of commercial land come up for sale and flud the market with people working from home. Maybe a plan to convert through building or land inside the urban growth boundary to housing. That will help. And cut all the red tape to build on the land we have now. No one can developed land if it cost 125k just to see if anything can be built.	7/15/2024 1:45 PM
202	Farm land and wild spaces, especially in sherwood. It would be preferable to establish larger housing withing existing city limits vs expanding into the broader area	7/15/2024 1:41 PM
203	Build the infrastructure/roads/ammenities before allowing more residential	7/15/2024 1:35 PM
204	It's good. Let's fund it.	7/15/2024 1:17 PM
205	See above. Expanding the UGB for the sake of more single-family residential development is merely blessing sprawl. Thank you.	7/15/2024 1:12 PM
206	Underproduction on recently added lands to the UGB suggests that proponents for expansion are not honest in their assertions. Also, recent proposals for expansion of nearby UGBs, as in North Plains, utilize regional rather than local growth to make their need case. This suggests, at a minimum, that nearby cities should be added to the Metro UGB should they seek to expand their UGBs.	7/15/2024 12:58 PM
207	The cost of living is only mentioned twice in the draft report. Perhaps addressing this would help with uncertain emigration numbers.	7/15/2024 12:40 PM
208	No	7/15/2024 10:53 AM
209	Fewer parking lots, less sprawl, more dense housing, narrow freeways and add tolls, more bike paths	7/15/2024 10:35 AM
210	While you give lip service to climate change, not enough is being done.	7/15/2024 9:56 AM
211	See above. Do not open the UGB to large plots of ‘farms’ that get reduced taxes for having a llama ir Christmas trees. We all know that is a sham to allow rich people estates.	7/15/2024 7:25 AM
212	No	7/15/2024 6:07 AM
213	I am older woman, age 74 and do not think you are taking into account people like me who living long. Keep public transportation strong so I can go Places. I work part-time and still drive a car but not for long so please don't disregard the needs of older people like me.	7/14/2024 5:37 PM
214	The mobility corridor connecting Portland, Tualatin, Sherwood, Newberg, Dundee, McMinnville, Sheridan, and Lincoln City needs a major upgrade, especially with the growth planned for Sherwood West, and continued growth in Yamhill County.	7/14/2024 3:55 PM
215	Community wants. Oregon talks a big game but consistently underestimates what is needed. See the lack of lanes on 217 while light rail was promoted, people do not want mass transit but tax dollars are wasted instead of put where the community wants. Soulless development of cookie cutter houses replace rural and natural areas. Oregon is supposed to be about conservation, not how many tax revenue lots can be jammed into the urban growth boundary.	7/14/2024 3:35 PM
216	Please stay away from Sherwood'as green space, wetlands and agricultural land.	7/14/2024 3:25 PM
217	The Sherwood West proposal as it pertains to Lebeau and the nearby Edy road area. There is no need for additional industrial growth in these areas. We live in the area and are members of local wineries there, all of our neighbors are against the unnecessary growth in this area. I am concerned for the environmental impact that growth in this area would cause and for the loss of the natural beauty that drew us to Sherwood. Tualatin-Sherwood road holds plenty of space for	7/14/2024 2:16 PM

	industrial growth and it is not needed on the Lebeau/Edy side of Sherwood. Please consider the residents and the environmental beauty of these areas before approving this project as it will bring a negative impact on the community.	
218	Most important the limited water supply of Chehlam Mt. has been taken into consideration at all, particulary based on the models of the past yrs of shifted temperatures and climate. People move in , parks r created and water wasted to.kerp them all green. Chehlsm Mt. does not have an aqua fir and must rely on rain which has been heavily impacted. 2. The infrastructure and traffic patterns were not considered at all for the area. Development is allowed to come first and no infrastructure, then yrs if worthless construction and traffic jams. 3. Sherwood City council only wants the profits.	7/14/2024 1:53 PM
219	No	7/14/2024 12:44 PM
220	No	7/14/2024 11:19 AM
221	There are so many new buildings and warehouses and apartments and such in Sherwood we don't need to take up any more farmland. And we really don't need that much more congestion on that side of Sherwood.	7/14/2024 11:16 AM
222	Traffic, funding for all the growth expansion. Sherwood residents already paid for a gigantic high school that is only a 1/3 of total capacity. Sherwood residents do not want to fund more unwanted and UNNEEDED expansion into our green space and precious ag land.	7/14/2024 10:28 AM
223	Not enough infrastructure or community input	7/14/2024 10:25 AM
224	Citizen comment	7/14/2024 10:13 AM
225	The North District is currently farm land and at the base of a hill that is all agriculture. We do not ag land this developed into manufacturing and commercial space, adding more traffic to an already bottlenecked Roy Rogers road. Sherwood already expanded to develop more commercial space. This land has not been fully developed, yet the city is already asking for more. tualatin, King City, and Beaverton, All bordering cities of Sherwood, I've had massive growth or art currently in the growth process. The city of Sherwood demonstrates a lack of need. Metro must consider want verse need in this scenario. This ask would expand the city of Sherwood by 41%, an obscene amount of unnecessary growth into utilized farm and agriculture land. The land that the city is requesting, backs up to a national nature preserve, a precious creek and wetlands, and farm land that is all currently farmed. This land ask is unneeded and unwelcome but the majority of Sherwood residents. This has been demonstrated by a survey of Sherwood residents. Over 80% of residents rejected the city's proposal plan.	7/14/2024 10:03 AM
226	I think the decision-makers need to put more emphasis on how we are traveling around the city and look to boost trimet influence on the city. More bus lanes and build the southwest line.	7/14/2024 9:25 AM
227	Need to better factor in seniors	7/14/2024 12:07 AM
228	The house size was not considered. It would be wise to focus on density increase and apartments building woth mentioned family size decrease.	7/12/2024 11:40 PM
229	I appreciate the focus towards climate change and there was more focus on car free infrastructure than I was expecting. But one thing I think needs improvement is a stronger focus of prioritizing more dense housing and their proximity to green spaces. It seemed like when looking through the proposals, the low density SFH areas were closer to the nicer park areas. I also think this area needs to prioritize state of the art bike and walking infrastructure. The trails mentioned sounded good, and it would be great if they were totally separated from car right-of-ways. I would prefer all of this to not happen at all, but if it did, I want to see it done right with good urbanism design features and reducing reliance on cars.	7/12/2024 8:13 PM
230	no	7/12/2024 7:47 PM
231	Vertical development is a direction - we can build up, build density, and single family car oriented development is not necessary at this point. There is a lot of density to build and zoning + investments can make it happen.	7/12/2024 6:10 PM
232	more thought needs to go into transit access	7/12/2024 5:31 PM
233	We need housing and commercial offerings where schools and business In order to contain traffic - housing and commercial offerings must surround schools and places of events.	7/12/2024 1:10 PM

	Washington County is not well organized, there is a lot of driving to get from one place to another.	
234	Equity and access to opportunity and how severe restrictions on the urban growth impact communities of color and other disadvantaged populations.	7/12/2024 12:23 PM
235	Suburbs destroy ecosystems, increase emissions, decrease equitable access to nature and heavily reduce human interaction. They are not the right answer to expansion.	7/12/2024 7:47 AM
236	I didn’t see much of anything on the bicycle network and how it will fit in with the surrounding environment. After all at the center of the expansion is a high school and students should have access to safe and efficient routes to their schools.	7/12/2024 12:22 AM
237	Climate change, ecosystem loss, equitable access to nature. Greater density is the solution, not the occupation of land that should be wild.	7/11/2024 10:31 PM
238	Please consider housing outside of single family homes. As long as we can transit to home, to work, and to green spaces, we don’t need the suburban dream which is much harder to maintain and really limits growth	7/11/2024 6:57 PM
239	Yes. We do not need to expand the UGB, in Sherwood or anywhere, to accommodate the region's growth. UGB expansion areas always just produce more high-end housing, not the more-affordable options that we need the most. Further, building new housing at the edge forces people into their cars, increasing their household expenses -- also not great for lower-income folks. We ESPECIALLY need to stop expanding the UGB far from transit. The region really f'd up in allowing Happy Valley to happen, but not planning to extend MAX to serve it. We're not planning to expand MAX to Sherwood. Therefore, we should not expand the UGB there. Simple as that. Vote no, go home, and spend some of your vacation time.	7/11/2024 6:12 PM
240	Low density development, transportation, car dependence, cost of living including transportation	7/10/2024 10:14 PM
241	Need to consider how Sherwood can be more judicious about densifying it's existing land	7/10/2024 9:51 PM
242	Metro's regulatory process bogs down housing development - development being so needed to put young people/families into their first house and put them on a road to individual prosperity.	7/10/2024 8:30 PM
243	Low density housing should not be added. Low income housing should be 50% of all new housing in expanded area.	7/10/2024 5:14 PM
244	Transportation has to be a major factor in this decision. We must greatly decrease vehicle miles traveled while increasing access to housing.	7/10/2024 12:08 PM
245	You will kill the vineyards and wineries business around here if you keep building lower income housing. And that is an important part of Sherwood/Newberg/Dundee tourism.	7/9/2024 9:48 PM
246	I did not see enough emphasis on local (city) decision making and responsibility. Plus, I did not see enough working together between regional and local government and insufficient level of public information and reaching out to get every one involved.	7/9/2024 3:43 PM
247	?	7/9/2024 3:15 PM

Q5 Please provide your comments on the Sherwood West proposal in the box below.Proposal Summary:Name of urban reserve: Sherwood West Gross acres: 1,291 acresHomes planned: 3,120 – 5,580 unitsJobs planned: 4,500 jobsThe City of Sherwood has proposed expanding into the Sherwood West urban reserve to support development of homes and jobs. The planning for this area began in 2015 and has resulted in a concept plan that reflects the community's priorities for employment and economic growth. The plan also reflects new housing regulations meant to encourage the development of many different types of housing.To learn more about the project proposal, visit the webpage.

Answered: 182 Skipped: 183

#	RESPONSES	DATE
1	This city has NOT done an adequate job of utilizing existing development nor accurately forecasted the growth. Our incredibly expensive high school is underutilized and we're paying for it as tax payers. This is not the right direction to go for Sherwood.	8/23/2024 10:11 AM
2	This is a land grab. There is no reason to disassemble rural properties & farmland, destroy peoples businesses, introduce commercial/industrial complexes (when there are empty & unleased inventory) create high density housing when research shows a decrease in population, deterioration of the level of education in the school system, and housing prices skyrocketing. I am all for growth in a measured & logical manner when the need arises. There is no evidence that supports an inclusion of this magnatude	8/22/2024 10:03 PM
3	I am totally against the growth proposal	8/22/2024 9:46 PM
4	this may not be the right place to put this, but I found the webpage difficult to navigate—it was hard to find the information I cared about and if I hadn't been wanting to fill out this feedback form, I probably would have clicked off before getting the answers I wanted. something about the navigation could be clearer (I wasn't even really sure if the right webpage was linked at first)	8/22/2024 9:42 PM
5	Sherwood currently has some of the most expensive utilities. There is no financially viable way to expand housing and businesses and keep the livability of Sherwood affordable. Sherwood is in the middle of wine country, a huge economic resource for the State of Oregon and the Metro area. Expanding the Urban Growth Boundary will cut into this critical agricultural land needed to help further Oregon's wine industry. On top of this Oregon is known world wide for its amazing views and natural beauty. Swaths of industrial parks and cookie cutter housing is no way to help Oregon or Oregonians in developing affordable and liveable housing. The current plan suggested is not a wise option for the viability of Oregon's future and I stand against it.	8/22/2024 7:10 PM
6	Sherwood is not ready for more growth. Part of Sherwood charm is open spaces, wineries, and fram land. It's rural and near major cities. Road s are not sufficient for the traffic as it is. Losing forested land would be a huge downfall and make Sherwood less desirable	8/22/2024 6:55 PM
7	To whom it may concern, As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community. Keep our small town feel! Ask people why they live here...it is because of the small town feel....do not become a Beaverton! Sincerely, Patricia Hales	8/22/2024 6:34 PM

8	I disagree with the expansion of the urban growth boundary.	8/22/2024 6:31 PM
9	I support the Sherwood West Proposal	8/22/2024 4:40 PM
10	Being a property owner in the proposed expansion area who farms the land this expansion pushes us closer to losing our lively hood. Developers are continually contacting us and wanting to purchase our property. We are not interested. This is a very large expansion request. Is all or any of this land really needed now?	8/22/2024 11:53 AM
11	The Sherwood West Fact Sheet notes that, in an expansion proposal, cities are asked to show that “development of the proposed expansion area is feasible and supported by a viable plan to pay for needed pipes, parks, roads and sidewalks.” I commend Metro for asking cities to demonstrate this. Based on the Sherwood West expansion proposal, I do not think that the City of Sherwood adequately demonstrates that infrastructure development is feasible. Appendix B of the Sherwood West UGB Expansion Proposal Part 1 discusses infrastructure funding for the proposed development area. On Page 316, Leland Consulting notes: “Across both scenarios, revenues generated under a full buildout of Sherwood West are sufficient to cover estimated infrastructure costs for sanitary sewer and parks, but not for water, transportation, or storm infrastructure.” Additionally, they note, “ It is not unexpected to find a deficit for transportation infrastructure…when considering that many local governments are challenged with funding road development and maintenance.” The proposed funding strategies on subsequent pages are not guaranteed, and they largely address upfront development costs rather than maintenance costs. A city should not be allowed to expand the UGB without the ability to pay for ongoing maintenance. With our current inability to fund maintenance, people in the Metro area are already experiencing the negative effects–why exacerbate this by further sprawling outwards? The development in the proposed expansion area will not provide the tax base required to support their infrastructure in the long-term, and it is unfair for other areas of Metro to subsidize the City of Sherwood’s expanded area.	8/22/2024 11:40 AM
12	I believe very little thought has been put into the traffic these 5,580 homes will create. Average 2 cars per home so an additional 11,000 cars will be on raods that are already conjested. Also you are going to burden the current property owners with additional taxes for improving infrastructure, roads, schools, and fire stations that these 5,580 homes will require. You are taxing the current property owners right out of their own homes just to make room for people that don't even live here yet.	8/22/2024 10:22 AM
13	Doesn’t seem like the plan accounts properly for the cost of maintain this sprawl infrastructure, and they certainly have not maximized the housing and jobs potential within their current perimeter.	8/22/2024 10:10 AM
14	The Sherwood West area consists of farms, forests, and other properties in the hills of this countryside. Most of it is not suitable for the increased traffic that this development would bring. If you are inclined to approve an expansion, I strongly urge you to reduce the amount of acreage dramatically. There are few east/west roads that connect Sherwood West to Hwy 99W (which is our lifeline to everything), and the City has no plan or intention to increase those. They have only proposed new north/south roads which won't connect to Hwy 99W. I fear we will all be stuck in a logjam up the hill unable to access Hwy 99W if several thousand new residents are put here. This is an area of sloped, narrow, two-lane roads. The intersection of Edy Road and Hwy 99 can't be expanded due to Walgreens being on one side and the Providence building being on the other. It's going to create unsafe conditions and car accidents for the existing residents along the side streets who need to pull out onto Edy Road if there are thousands of additional vehicles to compete with. If you need one example of traffic dysfunction that has been created by adding thousands more homes all in roughly the same geographic area, like the South Cooper Mountain, Tigard/West Tigard, and King City expansions, look no further than SW Fischer Rd and Hwy. 99W. Traffic traveling north on Hwy 99W often comes to a stop well before this intersection, because there are so many cars making a left turn onto Fischer Rd that they have spilled over the quite long left turn lane and are now stopped waiting to turn left while in the left TRAVEL lane of Hwy 99W. This is right in front of a TVF&R station, and the results of this grid lock traffic are going to prove tragic when an emergency arises, and fire trucks can't get to where they need to go.	8/22/2024 3:04 AM
15	The City of Sherwood, according to available information, has an employment-population ratio of about 50%. This is extremely low, even compared to nearby cities. This is because Sherwood is a suburb, with a high median income, far from job centers, and dependent on freeways for access. This sort of pattern of predominant single family homes, with few jobs, connected by freeways, is catastrophically bad for regional health. The reason Sherwood wants to expand its UGB is exactly because it requires continual sprawl to fund the borrowing	8/21/2024 11:14 PM

	it made in the first place. While I appreciate Sherwood is seeking to add additional jobs and create mixed-use neighborhoods, the fact remains they must first do this within the existing city boundaries. The city has proven incapable of mixed-use neighborhoods close to jobs and schools. Giving them more land and hoping they 'get it right' does not make sense- and it shows in the proposed zoning, which is still predominantly low-density residential. In fact, the breakdown of zoning reflects existing Sherwood zoning quite directly. I don't know why we would expect a better use of new land. To accomplish regional goals, and even to create a healthy Sherwood, we must develop existing land within the UGB so we can create financially and environmentally sustainable population growth.	
16	Please make sure this doesn't turn into typical urban sprawl that's bad for the environment and pushes out low income bipoc communities.	8/21/2024 11:11 PM
17	I am against the industrial expansion. The City has been Disingenuous about the planned use of the mixed employment area during all it's public outreach. Industrial use was only mentioned during after the outreach was finished. Do not think for a minute there is support within the city for another industrial area. Just look at their actual Sherwood West Concept Plan. They did not discuss industrial use. The plans for Elwert Road are inadequate to support the regional traffic connector role for which it serves. The City made vague statements about a north south connector. Their own traffic studies showed such a connector would not be used. Plus due to the steep slopes in the area it would be too expensive to build. The City also did not represent they would be asking for the whole area to be brought in. If Metro approves the ask, given the City's lack of transparency it is quite likely there will be a major outcry by the voters and the City Council will once again be forced to withdraw the ask. Just like happened in 2017.	8/21/2024 11:04 PM
18	this land will be on the urban fringe and will increase regional VMT substantially while creating more infrastructural liabilities. This kind of development is making us poorer and needs to be stopped. We need to stop this sort of thing by a building boom in more central areas.	8/21/2024 8:18 PM
19	Land use to facilitate industry is poor use of the proposed expansion. The land is too close to existing residential land, farm land, and protected habitat. Additionally, there is minimal exploration of a feasible way to support the growing and expanding transportation needs of the aforementioned proposed industral space.	8/21/2024 6:15 PM
20	The Proposal is not reflective of actual population growth and community needs. Expansion size is ridiculous. Fails to consider long term costs to current residents in terms of taxes to support the infrastructure that would be needed to support this plan. Tax burden analysis seems to be missing altogether.	8/21/2024 5:56 PM
21	Work on densifying existing neighborhoods instead of focusing on sprawl. Expanding the boundaries of the city will force the city to stretch it tax revenue even further than it needs to now.	8/21/2024 4:57 PM
22	For the Sherwood West expansion plan that was submitted in 2016 doesn't reflect the more recent population decline. The concept plan should be scaled back to reflect more current data and the UGB expansion should be 50% the original submission. Additionally, their concept plan doesn't adequately address the funding of infrastructure. Such a large expansion is not warranted at this time. There will be opportunities for additional land to be added if necessary.	8/21/2024 4:22 PM
23	Specifically in the Sherwood West expansion, the concept plan did not represent the will of the majority of Sherwood residents. 80% of residents did not want to see the level of expansion and were gravely concerned about how it would affect the livability and sense of community that already exists. There is no reason to add the entire amount into the UGB at this time, smaller more thoughtful expansion was never considered and the cost to add services support this vision and will be a huge burden to citizens, despite the city claiming it will not. Also the inclusion of light industrial so near many farms and vineyards is just irresponsible. Many of the discussions the city mentioned was to tout Sherwood as a gateway to wine country, yet we would do major harm to the two wineries closest to us. Also the concept plan around Elwert being similar to Sunset doesn't make any sense given the already burdened use of Elwert which will grow dramatically if the planned growth of homes and light industrial actually went in. Overall citizens have been providing specific, data-driven feedback during this process raising concerns, which the City noted but never really addressed. Yes they asked for citizen feedback, but most was ignored as citizens just saying "no growth" when in actuality we were trying to raise visibility to some of the serious oversites in this plan.	8/21/2024 3:07 PM
24	Build denser, not outwards. Suburbia can't pay for itself in maintenance once it ages a couple of decades, which is why it always needs to expand outwards for new tax bases. This is just	8/21/2024 2:39 PM

	kicking the can down the road. You can achieve all your stated goals by simply building denser in the existing boundary. Don't expand the UGB.	
25	1: Proposed Gross acres is a very large percentage relative to current existing gross acres of Sherwood. 2: Projected population growth rates, as stated in Metro's report, is much smaller than what Sherwood proposes. 3: Sherwood historically has not been a large business / employment location. The proposed jobs would change the community character, not for the better, that Sherwood currently enjoys. 4: Most new jobs would be filled by people who don't live in Sherwood, for a variety of reasons. Traffic congestion will increase. 5: Most new families that would live in the homes planned would work elsewhere. Traffic congestion will increase.	8/21/2024 11:12 AM
26	We will move out of Sherwood if it goes through.	8/21/2024 8:39 AM
27	I would prefer to keep Sherwood smaller than the full Sherwood West project proposes. I don’t mind some of the expansion but I don’t think all of the proposed zones are necessary. Let’s keep Sherwood special by not making it so easy to live here that all Our property values decrease.	8/20/2024 11:41 PM
28	Sherwood does not have the infrastructure to support the amount of development proposed in this expansion and frankly there is no need for this amount of land to be added into the UGB at this time.	8/20/2024 6:27 PM
29	I think the city of SHERWOOD is asking for way too much.. I am concerned about the logistics of where they want to put light industrial. I don’t think it’s necessary. The whole reason I moved to SHERWOOD is the small town feel. Their proposal makes me feel like I will be pinned by businesses and not the kind I want to be around. Growth is good, but it needs to be smart. I think SHERWOOD is trying to ask for the world when it should be asking for a small portion.	8/20/2024 5:07 PM
30	As a resident of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.	8/20/2024 4:55 PM
31	Allow all of the proposed increase. Growth will only happen at rate of needed services like water, sewer, and other facilities.	8/20/2024 4:52 PM
32	See above.	8/20/2024 4:22 PM
33	Expanding makes no sense without a viable Western Bypass Freeway to alleviate the already intolerable traffic load on rural roads. Without it, more density would be intolerable and irresponsible.	8/20/2024 4:10 PM
34	I vehemently oppose the expansion into Sherwood West. Previously designated Title 13 properties are now being planned to be light industrial with no thought for where the wildlife they are wiping out will go to. Elwert Rd. is already heavily traveled with 1000's of cars going by each day through an area of farmland, wineries and small farms. There is are multiple fish bearing streams at the confluence of Chicken Creek that will be greatly impacted by increased construction. None of the plans that have been presented adequately address how the bridge over Chicken Creek or re-routing of Elwert to mitigate costs is going to be paid for. The addition of the massive high school to the Sherwood area was done at great increase to the taxes of those within the Sherwood City limits and those that live outside the city limits. The Sherwood School District projected student population does not match what the City of Sherwood is projecting. In fact, the school district expects the high school population to go down. We don't need more development in a rural area when we are already paying for an expensive new school and the plans for the main arterial funding are unclear and nebulous. Now is not the time to expand into Sherwood West!	8/20/2024 3:55 PM
35	The roads immediately surrounding the proposed neighborhoods are county land and considered rural roads with a speed limit of 55 mph. Putting families near these roads seems dangerous without a proposal to address this. Also, we are putting physical barriers between our main thoroughfare, the 99, and our most famous wineries, Hawksview and Alloro, both of which are well known, with Alloro recently being placed on the top 100 in the world. We need to design pathways through Sherwood into wine country, rather than being a stop along the way to Newberg and Dundee.	8/20/2024 3:51 PM

36	I think this is a great plan in general. I would caution against too much vertical mixed-use, most of the ones I see end up with most of the commercial space vacant anyway which is such a waste.	8/20/2024 3:39 PM
37	This expansion is not supported by the current and expected growth of the area by Metros own numbers. The city has not provided adequate or reliable numbers to support this request.	8/20/2024 2:56 PM
38	Without funds to resolve inadequate access to I-5 for commercial transportation and efficient movement of local travel, expansion will only worsen the gridlock and further erode productivity and quality of life.	8/20/2024 2:04 PM
39	The city is grossly overestimating the growth in the next decade. There is no data to back up the request to add so much land to the UGB. With much of the agricultural and open land to the east and south (between Sherwood and Tualatin and Wilsonville) being gobbled up for light industrial and housing, the area is losing too much of the agricultural/natural land. Furthermore, the city has very little connection to public transportation so the proposal can only lead to worse congestion. Lastly, the City has not maximized the current boundaries for affordable housing and jobs. There are plenty of opportunities (considering the much more modest growth projections) within the current boundary if the City plans properly.	8/20/2024 9:54 AM
40	This project would make more sense if it was built in conjunction with a WES regional rail spur but it lacks a Right of Way reservation to build such a line. There is currently a plan to extend WES to Salem meaning smart TOD could also make Sherwood a commuter community to Salem in addition to Portland or Beaverton. WES currently underperforms, but if development took WES into account, it could turn into a system more like RTD or SEPTA.	8/19/2024 6:13 PM
41	Creating more jobs than housing units would be a mistake. That said, I support the proposal.	8/19/2024 12:08 PM
42	This is a terrible idea. There’s already so many empty lots in the Portland region. Not to mention, so many parts in Portland where buildings could be built taller. Sherwood is already on the edge of the metropolitan area, and having this development would cause more traffic, more urban sprawl, and get us away from the core ideas of the urban growth boundary.	8/18/2024 11:24 PM
43	As a resident of Sherwood, I was wrong to be okay with this. Suburban expansion must be stopped at all costs. Let the farmers keep their land, don't let us build around and effectively force them off land their families have had for generations.	8/18/2024 10:37 PM
44	Quite literally, nobody wants this. Add density to the existing boundary.	8/18/2024 9:26 PM
45	This expansion is unnecessary. Sherwood should increase density and housing within the existing boundary	8/18/2024 8:32 PM
46	I’m sick to my stomach, the city can’t is not ready for this	8/18/2024 7:06 PM
47	As a resident of Tualatin near Norwood road and the city of Tualatins Basalt Creek planning area I have witnessed first hand how promises of greater middle housing have failed to address the housing crisis in the region. Homes with shared walls selling at 450-550k and detached homes in the new development selling for 650k up to near 900k dollars. While the central city of Tualatin remains empty and uninteresting. The area around the Tualatin Commons remains an empty gravel lot and an empty parking lot at a shopping center that has lacked a primary tenet since Haggens went bankrupt 9 years ago. By voting yes on the current plan you allow cities like Sherwood to ignore urban blight like the empty parking lots around a regal movie theater that has been closed for 2 years now. If our region is serious about climate change and the housing crisis we must push for our cities to redevelop and increase density in our cores rather than building 500k dollar shared wall units and 650-800k detached homes. By voting no Metro can leverage our cities to not build out like Los Angeles and Texan cities but up like Vancouver BC and Seattle.	8/18/2024 5:12 PM
48	Do not allow Sherwood city government to do this, force them to build more infill affordable housing and less of this car dependent, road dependent suburban single family housing.	8/18/2024 2:27 PM
49	Sherwood should not be granted this UGB expansion due to the illegality of apartments and dense multi family housing in the majority of the city. Furthermore, adding sprawl to the SW metro specifically has the worst effect on traffic in the region, due to almost no high capacity public transportation. 99 is already a dumpster fire.	8/18/2024 2:27 PM
50	The citizens of Sherwood have voted several times in the past not to expand the UGB Sherwood West. We are not anti growth but we are smart growth. We don’t want this area of	8/18/2024 2:11 PM

	Sherwood looking like the areas on Roy Roger's Rd(Tigard and Beaverton). My vote and 70% of the citizens that this would directly impact do not want this area annexed into to UGB.	
51	I already gave some of them, but why we need to expand by destroying farmland instead of using the ample space between Sherwood and Tigard/King city, Sherwood and Tualatin, or Sherwood and wilsonville, is beyond me.	8/18/2024 1:22 PM
52	The City of Sherwood has an apartment ban that encourages poor land use. They should stop building sprawl and instead should focus on denser development.	8/18/2024 1:13 PM
53	Looking forward to more commercial zoning for jobs and businesses	8/18/2024 1:06 PM
54	Metro should reject this plan. Cities in Washington County have the capacity to accommodate housing growth, but they maintain apartment bans across the overwhelming majority of their existing residential land. They need only to end their exclusionary zoning practices (and reduce other barriers like exorbitant SDC fees) to get housing built. I'm less familiar with the demand for industrial land, if there is a need for more I'm not opposed to a partial rejection that only allows for the employment land component of the expansion.	8/18/2024 11:53 AM
55	As a Tualatin resident, I strongly object to this plan. The transportation connections are poor, and our region has no shortage of buildable land already in the UGB. We need infill, not more fire-prone sprawl into farms and forests. Oregonians have repeatedly said no to California-style sprawl. Please listen to us.	8/18/2024 11:30 AM
56	To much to fast.	8/18/2024 7:22 AM
57	This new area is unnecessary, and will take away what makes the community unique. I moved to Sherwood, as I loved the farms and open space.	8/18/2024 6:34 AM
58	I don't think this should even be considered until we get more than one grocery store in town. I just feel like the cities priorities are way off track.	8/18/2024 1:14 AM
59	Home prices in the Portland metro area have risen by 75% or more over the last ten years. We need to build more housing desperately and are not at risk of "overbuilding" - at worst this would reverse some of the run-up in prices due to past severe undersupply. I am in favor of allowing more housing to be built as much as possible.	8/17/2024 2:50 PM
60	Continuing to develop our important farmland leads to loss of orchards, vineyards, etc, and pushes already displaced wildlife into urban areas (we have a black bear roaming in our inner Sherwood housing area this year). Our roads are in a continuous state of upgrade and expansion that STILL cannot keep pace with development.	8/17/2024 8:32 AM
61	We don't want Sherwood West Expansion to happen. We live directly on Edy Rd which will be inundated with traffic, congestion and construction. We moved here to live in a small town and enjoy the farmland and wineries nearby. We don't want to end up like Beaverton.	8/17/2024 8:06 AM
62	Keep farm land as is	8/16/2024 11:09 PM
63	I think your growth models are antiquated. Where are the people coming from?	8/16/2024 9:34 PM
64	I am opposed to the expansion as it will utilize land that is currently agricultural and it will increase congestion in the area to the detriment of the current community. It does not address the need for fixing the existing congestion problems before adding to them.	8/16/2024 4:29 PM
65	My perspective, right or wrong, is that this proposal is naturally being driven by developers - those who will benefit the most and not the citizens of our local communities.	8/16/2024 4:29 PM
66	Building in the agricultural area that is being proposed will ruin the region and the character that we all love. No one wants housing and development next to wineries and orchards. You have clearly not heard the booms of the cannons that are used to keep birds off of the grapes during harvest season or else you wouldn't have proposed this.	8/16/2024 11:47 AM
67	Traffic is already congested at certain times during the day….how will that be addressed? Affordable housing is needed but some kind of rent control needs to be considered. Love small produce farms ….dont loose those in the expansion process. (Red Berry Barn). How will this expansion affect Newberg and the proposed by-pass?	8/15/2024 12:23 PM
68	We don't need the houses here. There are already 1000 new homes and not the infrastructure for it. Then all the farmland is gone.	8/14/2024 1:10 PM

69	This is excessive and unnecessary In 2022 Metro projected Sherwood would grow by a scant 3% over the coming decades. The Sherwood School District has forecasted enrollment for the new high school will begin to decline in 2027. Sherwood has enough vacant land to accommodate new housing and jobs for years to come, when planned and developed wisely. Metro's research concluded there is enough industrial land inside the existing Regional UGB for another 20 years. Metro's research on Residential land shows most land brought into the UGB in the last 20 years remains undeveloped. This will waste our rich farmland The UGB expansion will destroy the fertile, productive lands which grow Timber, Hazelnuts, Blueberries, and world-class Pinot Noir grapes. These thrive here and in only a few other places around the world. The lands will be replaced with generic concrete boxes for "flex" office, light industrial, and multi-family residential. This will make bad traffic congestion worse Do you enjoy being caught on Scholls-Sherwood, Roy Rogers and Elwert Roads during rush hour now? Imagine adding 5,600 new homes and 4,500 jobs to the area? The jobs will result in additional commuting to Sherwood for those employees who cannot afford to live here, having a negative impact our air quality. This will increase your Property Tax burden We have not found a Taxpayer Impact Statement showing how Sherwood and its residents will pay for the new roads, sidewalks, water and sewer; just an "agreement" to figure it out later. Yes, the developers will pay for a portion of the initial infrastructure, but YOU will be left with more financial obligations to pay for the operating and maintenance costs, even though we do NOT need the new land to keep pace with growth in Sherwood.	8/14/2024 5:35 AM
70	Im opposed	8/13/2024 10:06 PM
71	It seems like Sherwood has fallen to the urban sprawl of Portland. Our small town feel has gone down and crime has increased. Many of the farms and greenspaces that makes Sherwood so beautiful are being turned into industrial buildings and high density housing. Traffic is getting worse, our roads are constantly under construction and prices to live here continue to increase. I understand the need for housing but does it have to come at the expense of farmland, greenspaces and other natural areas?	8/13/2024 8:00 PM
72	I do not support this. This is not to develop homes and jobs that better the quality of life for sherwood residents, this is to have developers come in and build tract homes, maximize profits, and do the bare minimum to get approvals, and increase the tax base to the city, county, and state, none of these bennifit the sherwood residents.	8/13/2024 4:48 PM
73	OPPOSED to the UGB expansion!	8/13/2024 3:31 PM
74	Probably too dense, but some ugb expansion is here than none.	8/12/2024 5:33 PM
75	I don't believe we are ready for growth	8/12/2024 7:24 AM
76	Sad. Its all destruction of habitat for horrible HOA non affordable housing. Disgusting and waste of money. Money that metro is no using to clean yhe streets of Portland.	8/11/2024 2:34 PM
77	Please use all commercial space currently in the city effectively before building more. Empty storefronts in existing commercial areas can be used and already built and walkable. Preserve and enhance the business industry we have before we add new	8/11/2024 10:32 AM
78	Should be approved!	8/11/2024 8:21 AM
79	Does not consider impacts on agricultural areas, existing infrastructure	8/10/2024 10:39 AM
80	Sherwood is a perfect example of urban sprawl. Farm land is being swallowed up by single family housing.	8/10/2024 7:41 AM
81	Make sure 50% of homes are single family. Provide for one-level homes for aging population.	8/9/2024 5:52 PM
82	The proposed Sherwood West proposal as written is premature for large scale development particularly for more than 5,500 new housing units in an area that has already seen rapid housing development in surrounding communities.	8/9/2024 11:23 AM
83	Voters have already said they don't want this.	8/8/2024 7:08 PM
84	The more you take away the land from farmers the bigger food problems we will have. Not to mention the negative impact on wildlife,.water supply and I creased risk of fires. This is a terrible expansion.	8/8/2024 6:31 PM
85	No more commercial growth keep land habitat as is	8/8/2024 6:26 PM
86	We need to redevelop and make the most of unutilized already developed space. We do not	8/8/2024 1:51 PM

	need to add more housing in an already overpopulated area.	
87	I support Sherwood's proposal. They have completed a concept plan in accordance with Metro's UGMFP and have adopted documents demonstrating need and ability to serve the proposed expansion area. I like the inclusion of green spaces, parks and trails throughout the plan area as well as the plan for a diversity of housing.	8/8/2024 1:08 PM
88	We are against the expansion for Sherwood West. Go north or east with the expansion please. Let’s keep the little country we have left the country	8/8/2024 11:44 AM
89	Our cities can't pay for the infrastructure we already have. It is insane to create more liabilities rather than improving and maintaining what we have already built, which is a proven platform for growth.	8/8/2024 11:27 AM
90	The community does not want this expansion-voted it down twice. The roads are not adequate to handle this expansion. Very crowded now.	8/8/2024 11:06 AM
91	Sherwood is already getting crowded with traffic congestion	8/8/2024 10:49 AM
92	I’m not in favor of thr Sherwood West expansion. I am in favor of a Sherwood north or SE expansion. No other towns are encroaching on the west. Save that for a later time. Wilsonville, tualatin, Tigard will want land on north, se. That’s where the focus should be. Traffic can come to the area on i5/& take weight off of 99w	8/8/2024 9:41 AM
93	Conserve the natural areas of our community. Don’t agree with anything else.	8/8/2024 8:53 AM
94	Stop the urban sprawl. You guys are turning Oregon into California stop it	8/8/2024 7:17 AM
95	the growth statistics do not support the need for expansion. There is ample capacity in recent expansion in the area (Cooper Mountain, Beef Bend South and King City Sherwood West is not needed at this time.	8/7/2024 8:30 PM
96	There is no demonstrated need for this; just profit-driven developers. The homes planned will not be affordable because the costs of development and infrastructure of farmland (utilities etc) will be very expensive. Also, they will not create high paying jobs nor be close to jobs for lower income people. There is no supporting evidence in the plan for the alleged 4500 jobs. They are pulled out of the air from a time long before Covid, hybrid work, AI and automation. How many people are really employed by Allison Inn as a "precedent example?" Residents of the proposed homes will need to drive to other places of employment creating even more congestion on already clogged roads that are bottlenecks to get to I-5 corridor. The plan does not take traffic into consideration or the high cost of changing major thoroughfares and building infrastructure. The proposed area is not flat and easily buildable as suggested, there is much protected wetlands. Also, Sherwood has not yet built out other available land including the parcels that were brought into the UGB previously. Also, population growth in Sherwood has slowed while this proposal suggests there is a need for 200% growth. It doesn't meet the criteria for need nor does it adequately demonstrate preparedness for infrastructure costs and demands.	8/7/2024 8:13 PM
97	do not allow this expansion, sherwood is already too expensive and the growth at the edges is not a good idea, build up, no more single family homes allowed and 75% of all new residental should be affordable for people making $60-75,000/year	8/7/2024 4:35 PM
98	Looks like a good plan.	8/3/2024 8:34 PM
99	Like I mentioned on the previous page, I don't like that the traffic study isn't done yet. The intersection of OR 99W and Sunset was at a Level of Service of E prior to the high school being built, and was projected to reach an F. This signal likely has reached a LOS of F now. Also, the Brookman expansion was approved in 2002, and it's been 22 years since then with minimum development (1 neighborhood that has gone in only within the past 2 years, and it isn't complete yet as of August 2nd, 2024). I have not seen a plan on when the rest would be developed as said neighborhood constitutes about a quarter to third of said UGB. As such, the effect on traffic and our natural area has not been fully realized. This also exceeded the 20 year development plan as proposed by what should be included in the UGB. The Tonquin employment area also isn't complete, however since that was approved more recently, it makes since. As the Brookman expansion is primarily housing based, while Tonquin expansion is exclusively job based, and at the pace Sherwood is developing, I believe that expanding the UGB to expand into Sherwood West is too large to accommodate growth for the next 20 years, and I urge a smaller expansion, or preferably, none. These 2 areas I believe contains enough	8/2/2024 11:59 PM

	land for development for the next 15-20 years, especially with Sherwood's track record to delay Brookman's annexation and development. would also like to see a specific plan for housing and transportation (public and auto transportation). I also would like to see a cottage community, as a crossover between high density apartments/condos, and single family low density homes. Also would like to see a plan on schools, as the high school was designed for the Brookman expansion, but not further beyond that based on their arguments in their 2016 ballot measure (I forget the name of said measure). Also where would a new elementary and, if nessesary, middle school be placed?	
100	I support sherwood’s proposal	8/2/2024 12:32 PM
101	The city of Sherwood is growing at a rapid pace, most families move here for the schools and the environment. I'd like to see better options for affordable housing, however the fees and permits that come with this do not match this goal. I also would like to see the city plan for this expansion better than how they built Brookman and the High School. Having a new high school that does not have sewer and has been delayed is not an efficient plan and I would hate to watch them continue to run into these road blocks. It would be better to engage with a more sophisticated panel, like the city of Wilsonville when they planned and built Villebois. I also think it would be good to have a roundtable discussion with medium sized and national builders.	8/1/2024 12:35 PM
102	They need expanded area to expand commercial areas to provide more jobs for the residents of Sherwood to reduce travel time for the residents. They are developing one huge shopping area at 6 Corners and Old Town, but not providing any small neighborhood commercial shoppin areas.	7/30/2024 9:01 AM
103	the plan is well thought out. it has been in the works for years and asher wood is ready and willing. It is whetenthenUGB should be expanded	7/30/2024 7:17 AM
104	4,500 jobs, what type of jobs, and are they sustainable?	7/29/2024 9:37 AM
105	I question whether it is truly necessary for Sherwood to convert all those acres from rural to suburban use.	7/28/2024 8:38 AM
106	Too small. We need more. Time to start thinking big about how we create new cities, new city centers, new homes. We need this but we need more than this now.	7/25/2024 7:23 PM
107	I’m in favor of development around the high school. Housing and mixed use should go into the surrounding acreage.	7/24/2024 5:38 PM
108	This is a fabrication. Expansion here will not be affordable in the long run. Build more housing in areas already within Portland.	7/24/2024 7:34 AM
109	Our family approves expansion on Kruger Road above Sherwood High School for the purpose of housing, mixed use developments to support the residents of the community.	7/23/2024 9:24 PM
110	Just build more densely, don’t expand. The city goes from forest grove to Sandy already, it doesn’t need any more sprawl	7/23/2024 8:57 PM
111	I’m in support of this plan because it enables the growth needed and keeps the community and neighborhood design that makes Sherwood unique. It also allows for employment opportunities that is needed.	7/23/2024 8:33 PM
112	I don't buy that there's enough demand for new suburban housing to actually support this proposal. This sounds like more wishful thinking from a jurisdiction that loves its suburban sprawl. Expanding the UGB to create new housing on the farthest corners of the region purpetuates the worst car oriented development that will result in more carbon emissions, less farmland, and more suburban infrastructure that the city can't afford to maintain. The fact that the planning began in 2015, predating the middle housing infill reforms, indicates to me that the City of Sherwood already has no desire to moderate the worst kind of car-only development in the region. I encourage Metro, on the basis of the data in the urban growth analysis, to decline to expand the UGB.	7/23/2024 6:44 PM
113	This is not needed. Money is the reason this is being pushed	7/23/2024 6:22 PM
114	What is planned and what gets done are different things. But what is ruined happens first and what is not done is last. Planners are not realists and dont give excrement about what happens to individuals. This is not future it is invasion of now.	7/23/2024 3:26 PM

115	I do not think the plan adequately integrates mixed use and comercial space with spaces people actually live	7/23/2024 3:20 PM
116	Sherwood has always been known for its scenic farm and agriculture areas outside the city limits. It is important to keep that way of life in tact. Several land owners have livestock and crops that will be negatively affected by the increased traffic and pollution by putting roads through. Please keep the trafffic flow on Elwert by improving the existing road, instead of diverting traffic north, ruining the creek/wetlands and agriculture areas.	7/23/2024 2:20 PM
117	The concept plan represents the planning committee's desires, and many citizens and community groups oppose the expansion.	7/23/2024 12:12 PM
118	The City of Sherwood's plan is much too large and is predicated on population growth figures which are wlidly inaccuarte and self-serving. This area is not growing as it was when the concept was first developed and it needs to get in line with current forecasts and trends. The very nice, but VERY expensive example of relying on inaccurate numbers. We now have a current enrollment of 1,704 students. The high school has a capacity of 2,400 students. The forecast for enrollment for 2032 is 1,530 students. It is obvious the figures used to support the building of the school were inaccurate and it has caused our community to spend excessive amounts of money needlessly. It should have been a smaller school. And similarly, the City's current plan should also be scaled back to reflect CURRENT numbers of population and growth in this area. And until such time as there are no possibilities for development with the UGB, farmland should remain untouched. You can't eat a house.	7/23/2024 11:49 AM
119	The area is losing residents. There's no reason to extend the growth boundary. Gentrify downtown instead of ruining natural landscapes and destroying more farmland.	7/21/2024 9:02 AM
120	Maintain urban growth boundaries and increase density	7/20/2024 9:13 PM
121	I actually totally disagree that the urban growth boundary should be expanded at all. We must build densely within existing urbanized footprints.	7/20/2024 7:41 PM
122	The proposal gets a lot of things right. The biggest piece missing is a comprehensive plan for transit in the area. I think the number one priority for the new area should be on reducing VMT for daily errands by providing good bike paths and walkable 15-minute neighborhoods. This is something that is easier to control at this stage in the planning. However, people will want to get out of their neighborhood to access amenities, and there are not very many options for how they will do that. This makes living in the area less accessible for people with disabilities who cannot drive (like my own father) or younger people who cannot afford a car.	7/20/2024 9:49 AM
123	The UGB is one of the defining features of the region, and continuing to add sprawl instead of efficiently using our existing resources is regressive and backwards thinking. Please reject this proposal and encourage upscaling existing development and lands in already underutilized lands within the UGB.	7/19/2024 2:09 PM
124	This is the definition of car-dependent sprawl and should not be allowed.	7/18/2024 10:23 AM
125	The City of Sherwood is not making the best use of already developed area. Too much space is devoted to driving cars, parking lots, and car centric behavior. No further expansion should be considered until the current city of Sherwood is fully integrated within our regional transit infrastructure and people are able to reliably commute between the downtown Portland core and Sherwood town center.	7/17/2024 11:19 PM
126	I am very glad to see mixed use and higher density development in an area outside the city center! I hope this area surrounds a school that walking and cycling to school is a easy and safe, as well as the preferred modes of traveling to school.	7/17/2024 6:51 PM
127	This is an absolutely terrible plan !! The roads can’t handle the cars, the schools are over crowded, crime is on the rise THIS IS PURE GREED. 🛑Provide service for the people that are here, stop trying to line the pockets of already rich developers!!!!!!!!	7/17/2024 6:09 PM
128	See my earlier comments about how I think the plan is baloney and only is more of the same.	7/17/2024 2:24 PM
129	This plan creates too much low density housing. This kind of housing is not what we need to be creating to increase affordability in our region. This expansion will create an exclusive neighborhood that is only for the rich. We need more NW 23rds not more Lake Oswegos.	7/17/2024 9:23 AM
130	I do not support the expansion plan for Sherwood. Simply a land grab for easy development. Requires minimum planning and effort in a goal to just throw up more houses near the new high	7/16/2024 8:50 PM

	school. There needs to be more consideration for walkability in the town and utilizing the current space to create a tight city with an actual community. Do not continuing splitting the town on both sides of 99	
131	The proposal is too prescriptive in terms of land use. The long-term vision should focus on identifying placement of public infrastructure (roads, water, sewer), delineation of plots and parcels, and locating of public and environmental resources such as parks and other habitat/wetland areas. The market for housing, industrial or commercial areas should drive the development of plots for these uses. This will permit the maximum amount of flexibility into the future. I also see that no representative from TriMet was involved in the Technical Advisory Committee. We need to ensure that future growth areas are suitable for transit service, both in terms of operations (can the bus actually get through here efficiently) but also in terms of whether the land use is mixed enough and density high enough to support a bus line.	7/16/2024 8:38 PM
132	The City has made two concerted efforts to plan for this area. The City provides for a variety of housing, but it's harder to develop multi-family as the Council and PC prefer single-family housing. If the City can commit to achieving the densities prescribed within their proposal, they should be able to expand.	7/16/2024 4:56 PM
133	This expansion appears to be well thought out, and should be welcomed in the region. It is sad that the Sherwood West proposal is the only one.	7/16/2024 9:06 AM
134	We need it - but I’m afraid of what it is going to do to our small town.	7/16/2024 8:13 AM
135	Sherwood needs to do a better job of creating low income housing.	7/16/2024 8:00 AM
136	The survey is one-sided and useless. It is like asking whether you would prefer to be killed by poison or hanging. There is no compelling reason to do this. Sherwood does not consider current minimal population or job growth estimates. Negative responses are not considered or minimized. Public involvement was just scripted lip service. Example...open house. Vote on your preferences. "None of the above" was not an option. This is only about MONEY, tax for the city and money for developers (and a few land owners who may profit).	7/15/2024 8:47 PM
137	I do not believe this is a good idea and do not recommend it.	7/15/2024 7:54 PM
138	This is sad and horrible!	7/15/2024 6:48 PM
139	Having previously lived on the outskirts of Sherwood, I don't support the expansion: Big houses, high incomes, lack of diversity in housing and people (it's where Northern Californians relocat to be part of the nascent wine culture). You can't buy a house for less than $500K . It's lovely, don't get me wrong, and we need more high-income sprawl NOT. Its an incredibly homogenous community. No-let's see how the Roy Rogers annexation turns out first.... and what in gods name are you going todo about the traffic. Tell Sherwood they can annex once we have light-rail to Tigard.	7/15/2024 6:47 PM
140	Yes	7/15/2024 5:30 PM
141	Too much traffic. Need public transportation!	7/15/2024 5:14 PM
142	Without a westside bypass, how will existing and increased traffic access freeways?	7/15/2024 4:05 PM
143	The city of Sherwood is biting off more than it needs. The majority of people in our area are NOT for this unnecessary expansion. I am not against growth for our city, but to attempt to increase it by 42% at the expense of family farms, wineries, and forested areas is an affront to our country-like community.	7/15/2024 3:37 PM
144	those choices of three in the above question are tough! All are important so I am not necessarily committed to my choices. I think the Sherwood expansion is appropriate.	7/15/2024 2:17 PM
145	Approved	7/15/2024 1:19 PM
146	This is Sherwood West is simply more sprawling expansion that is auto-centric and auto-dependent. The housing "mix" merely gives this an acceptable veneer. Where is mass transit? Upzone areas close to mass transit. Do not put single family development and multi-family development on the outskirts of the UGB. This sprawl, plain and simple.	7/15/2024 1:16 PM
147	I do not support Metro overtaking the small quaint town of Sherwood!	7/15/2024 1:14 PM
148	This should not be approved. Sherwood, Wilsonville, and Tualatin are currently in the process of wasting one of the largest industrial sites already within the UGB by each separately	7/15/2024 1:04 PM

	seeking development, often on small, 10 acre parcels. At a time when some think the region needs more large industrial parcels, these jurisdictions are wasting a huge area, already within the UGB, that should be developed as a single unit. Consequently, giving Sherwood more land for any purpose is like rewarding them for bad behavior. Fundamentally, if jurisdictions are doing a poor job with the land they have, they shouldn't ever qualify for additional urban land. Metro needs to find a way to be firm, clear, and consistent. Right now it seems to be afraid of its shadow.	
149	Don’t let it be as awful as the development on schools and Roy Rogers. It’s so ugly and dense and doesn’t have services like grocery stores.	7/15/2024 12:44 PM
150	If you build it, they may or may not be able to afford it. Factor in housing costs before building more housing. Build up not out	7/15/2024 12:42 PM
151	Sherwood proper needs to allow apartments. As an affordable housing developer, I can tell you they are not friendly to multifamily inside the original downtown core where increased density makes a walkable community.	7/15/2024 7:29 AM
152	There's already too much growth in this area.	7/15/2024 6:36 AM
153	I am not well informed but want a full size library branch in that neighborhood.	7/14/2024 5:41 PM
154	The mixed employment area near Elwert/Scholls-Sherwood looks like a recipe for warehouse/data center blight and traffic.	7/14/2024 4:00 PM
155	Metro can’t even manage Roy Rodgers and Tualatin Sherwood Rd. as it is. Adding 3,000+ homes is just foolish and an obvious tax grab and money scheme by developers.	7/14/2024 3:39 PM
156	Leave agricultural land, green spaces and wetlands alone. Plant trees in already developed areas. Limit growth to areas with established city water supplies and leave all wells and groundwater areas out of development. Keep manufacturing and all big business ventures out of Sherwood. No data centers or any polluting influences of any kind.	7/14/2024 3:29 PM
157	Please see my thoughts on the Sherwood West Project in my previous comment. The Lebeau and connected Edy road project is unnecessary and will impact the residents of this area as well as the environment negatively. Wineries in this area are concerned with the potential negative impacts that developing this area will have. This area is home to many creatures that will be further pushed out and harmed due to this plan. Sherwood needs to have some natural areas maintained and I hope we will not lose what makes Sherwood beautiful so that others can profit. Tualatin-Sherwood road has been developed so much and is an embarrassing eyesore for our community. Please do not strip every piece of beautiful land and turn it in to a soulless development. I am very much opposed to that portion of the Sherwood West plan. Those that presented this plan did not discuss their intentions with residents of the area and have lied to Metro about the support for the plan.	7/14/2024 2:24 PM
158	Stop the Sherwood West development. The rural community that is a risk does not get to vote for Sherwood City officials who have made the choice to ask for expanding. We DO NOT want this to go in to effect. We don't want to lose our farms. We don't want to lose our land. We don't want to lose our trees. This is not necessary for Sherwood. We don't need to expand, we have other options. This would be a huge negative impact to the native plants trees and eco system that thrive in this area. We didn't need to bring that large of population and business that close to the wild life refuge. This needs to stop. The community on Lebeau Rd do not want this.	7/14/2024 12:02 PM
159	I believe that this proposal does not meet the goals of the region. To start, the proposal does not state whether there will be added transit to the region, or whether bike infastructure will be included. Combined with the fact that a large portion of the housing area that will be developed is planned to be low density means the newly developed area will just be more car dependent sprawl, as many of these new residents will have no other choice but to drive. The portland region does not need more cars driving through the area and commuting between work, home, and other activities, as it is known how bad cars are for our enviornment. More cars commuting from sherwood will also mean more traffic through the southwest area of the portland region, which already suffers from congestion around the I-5 corridor and a general lack of density and transit access. After looking over the area closely with satelite imagery through google maps, it is clear that sherwood has plenty of land to infill and add density, especially near the only 2 trimet bus lines serving the region. Through redeveloping various seas of parking lots, and empty plots of land, I believe the city of sherwood already has	7/14/2024 11:44 AM

	options to develop land and add real density where it matters, instead of continuing to develop urban sprawl as is evident by the contents of the proposal.	
160	No more expansion. Keep and maintain what is already in Sherwood. Creating more housing in not a solution	7/14/2024 10:51 AM
161	The city of Sherwood has not demonstrated a need for this large of an expansion plan. Land recently added to the UGB for commercial development has not been completed, so why would the city of Sherwood even more land for this purpose?	7/14/2024 10:30 AM
162	Too many homes!!! Please stop!!!	7/14/2024 10:27 AM
163	No more growth. We are being squeezed and traffic is horrible.	7/14/2024 10:15 AM
164	This is a poorly planned, unneeded, and irresponsible amount of growth in a region that is surrounded by and supported by active agriculture and farming land. Sherwood hasn't even fully developed the land on the East side of the city for commercial use, but says it needs additional land for increased tax revenue. This commercial land that is currently in the plan is for manufacturing, which is more geared toward robotics and mass production, with few employees, rather than employment of several community members to benefits the community. This proposal exposes the area to more pollution, environmental toxins and exposures and will damage existing agriculture, farmland, and natural space. Please reject this proposal in its entirety.	7/14/2024 10:10 AM
165	Way too much low density housing and needs more of a wetland buffer. Needs more commercial and shops by the high school for kids during lunch.	7/14/2024 9:29 AM
166	I think Metro should institute minimum density standards. Density before expansion.	7/14/2024 12:10 AM
167	The proposed infrastructure funding plan is vague at best. Relying on SDCs and "outside"funding is insufficient. No expansion should be considered until there is a concrete committed plan for the infrastructure funding.	7/13/2024 11:09 AM
168	The amount of proposed mixed use are is extremely small but this type of planning can be more beneficial for the city. With current plan it just increases sprawl and carbon footprint.	7/12/2024 11:46 PM
169	I just want to emphasize that the Portland area needs to focus on creating more density and creating spaces that are focused around building an enjoyable community. In my opinion, this would be through walkable and bikeable areas alongside spaces were the community can gather without the need of cars. This will maximize the efficiency of the space and take big steps towards addressing climate change issues. We should do this with current spaces within metro area limits rather than expanding outward, leading to more sprawl which is bad	7/12/2024 8:20 PM
170	I am against it.	7/12/2024 6:15 PM
171	My neighbors and myself are in favor of expanding into the Sherwood West reserve. There is very little farmers in the 1,291 acres. We are right above the new High School and there needs to be more growth.	7/12/2024 1:16 PM
172	The inclusion of mixed employment is a welcome one but I must restate that such space should not be made to cater to large retailers and must be kept for local small businesses, as I have stated earlier, mixed use zoning is imperative and although included it lacks slightly, as well as the amount of low density neighborhoods are too high. Something else I have also not seen anywhere is a lack of cars, although this may fall outside the scope of this proposal pedestrianized areas that restrict or exclude cars are a key part in making mixed use areas enjoyable and in encouraging biking and walking	7/12/2024 7:36 AM
173	Hopefully achieved home numbers are at the high end of the figure if not exceeding it. We do not need unnecessary sprawl.	7/12/2024 12:25 AM
174	If new urban areas are claimed from existing undeveloped land, these areas MUST be high density and transit oriented. These areas should discourage automobile transit. Reference Utah City. However, the best solution is to NOT expand urban growth and to preserve undeveloped, natural lands.	7/11/2024 10:35 PM
175	There is no plan to expand MAX or any other high capacity, high quality transit to Sherwood, much less to the expansion area. Shame on you for not even mentioning transit, or regional bicycle network connectivity, in the factors that are the most important to consider as the City, and especially the REGION, consider expansion.	7/11/2024 6:14 PM

176	No more sprawl. Sherwood needs to focus on building over their ridiculously huge parking lots and empty monoculture grass fields.	7/11/2024 4:30 PM
177	Do not expand the UGB and force our marginalized communities further out into the margins of our metro area. This plan has no vision for how people who live here will circulate or travel to jobs outside of this ultra suburban development.	7/10/2024 10:17 PM
178	Sure, allow Sherwood to expand. But don't stop there, let other cities and counties expand too.	7/10/2024 8:33 PM
179	Urbanf growth Shou only expand of housing built is all high density and half the units are reserved for low income families.	7/10/2024 5:18 PM
180	The goals of the region sound great on paper. The primary factors of consideration are whether the plan actually meets those goals, and whether implementation of the plan can result in meeting those goals. How is the proposed expansion region meeting the goal of having 'the option of living close to work' if the industrial area is separated from the large majority of the residential area (including all of the mixed use and commercial area) by the Title 13 conservation land around Chicken Creek? These considerations should at least be addressed by the plan. Additionally, how can we be sure that Sherwood as a city will be able to provide the urban density that our region needs (to meet our goals) when vanishingly little of the city's existing development is dense or mixed use? Sherwood's downtown area is barely two blocks in size. If Sherwood was able to guarantee such development, meeting our region's goals, I would be happy with the plan and its UGB expansion. More housing is more housing, and we need more housing, but we can not just keep expanding with suburbs.	7/10/2024 12:35 PM
181	No one besides the developers that will profit off building more houses/apartments wants this expansion. Please listen to the majority of the residents in Sherwood and DO NOT EXPAND. We’re good as we are and the small town feel has already diminished too much even in just the past 10 years. Don't make it worse. We don’t want to be the next Beaverton and then Portland. We want to feel safe.	7/9/2024 9:55 PM
182	Sorry I could not figure out how to rank the elements. Not sure I did that right. We should be able to number them 1 through whatever. Always the involvement and engagement of the total community comes first.	7/9/2024 3:48 PM

Q15 Is there anything else that you would like the Metro Council to consider as they make a decision about whether to expand the Urban Growth Boundary as described in the Sherwood proposal?

Answered: 218 Skipped: 147

#	RESPONSES	DATE
1	Consider the voice of the people who have lived and thrived in this area, those voices don't appear to be heard in this matter.	8/23/2024 10:13 AM
2	I do think there needs to be more opportunity for affordable housing . It seems crazy to have a huge high school with almost no houses around it ?	8/22/2024 9:57 PM
3	Slow down	8/22/2024 9:48 PM
4	please consider that the expansion decision should benefit all residents, including those in historically underserved communities, by providing affordable housing and accessible public services. Please also make a decision that will ensure strong environmental protections. It's a lot to balance, and reading the reports makes it clear that this is complicated without any one "answer" to what/how to decide—I think it is most important to make the decision about expansion that will guarantee that these priorities are being worked toward.	8/22/2024 9:45 PM
5	This plan is bad for Sherwood, bad for the Metro area and bad for the future of Oregon and Oregonians.	8/22/2024 7:13 PM
6	Please listen to those who live in Sherwood about what we want in terms of the UGB.	8/22/2024 6:57 PM
7	Leave Sherwood how it is and do not expand the boundary	8/22/2024 6:35 PM
8	There is a plethora of empty warehouses and houses that can be renovated. Do this before taking any more farmland to build more buildings	8/22/2024 6:32 PM
9	No. I think it is a good plan.	8/22/2024 4:41 PM
10	The expansion area intrudes into farmland. The existing/planned roads are already inadequate for traffic transiting the area. McMansions should be restricted.	8/22/2024 1:31 PM
11	Thank you, Metro Council, for listening to the public. I encourage Council to be extremely cautious about expanding the UGB. We should focus on further developing our existing area within the UGB rather than expanding Sherwood at this time.	8/22/2024 11:43 AM
12	If you are going to increase the Urban Growth Boundary in the Shewood area, Please don't approve it all. The area around the enourmous high school would be plenty. That land is already ruined so don't ruin any more.	8/22/2024 10:30 AM
13	Please do not expand urban growth boundaries, when there is so much opportunity for density and walkability in the existing perimeter.	8/22/2024 10:11 AM
14	Yes, making development pay for itself should be required. I don't mean just a one & done upfront fee/SDC. After a developer pays their one-time SDCs, they get to run away with millions of dollars in profit, while the existing residents are left with the traffic congestion (and frustration) as well as the burden of paying for new schools, new roads, new water facilities, new fire stations, and staffing in these new facilities due to the increase in population their development has created. I'd like to remind you that many of us are retired and on modest fixed incomes. "Affordable housing" means more than just the purchase price or cost of rent - it also means not taxing seniors out of our homes. Dramatically increasing our property taxes via bonds and levies is doing exactly that. Instead of giving developers price breaks and incentives, they should only be allowed to build if it doesn't adversely affect the pocketbooks of the existing population in the area. The other critical concern is the environment. As I've mentioned, this is an area with forests of mature trees. We are in a climate crisis, and these trees help us by providing shade, sequestering carbon, preventing erosion, and providing wildlife habitat. When you replace trees with concrete and asphalt, the whole area heats up.	8/22/2024 3:12 AM

	Saying that developers replant trees is a joke, because these tiny little trees with a diameter of your thumb are not even remotely equivalent to the large mature trees they have destroyed in their quest to become even richer. Many neighborhoods in Portland have "heat islands", and the City is trying to plant more trees to combat the rising temperatures - wouldn't it make more sense to not cut them down in the first place? What's even worse, is that they clear the land then set what they've cleared on fire! There is a property on Scholls-Sherwood Rd & Elwert Rd that has burned every day for months at a time. The property is very close to the Tualatin National Wildlife Refuge.	
15	The mixed employment area expansion into protected upland wetland habitat was done after the public outreach with no community input. The reference to industrial use was not used during public outreach; Only after public outreach was finished. Bringing in the industrial development on the north end of Sherwood West should not occur unless the citizens of Sherwood have a good faith opportunity to weigh in. Before Metro Commissioners decide they should have their staff review the final plan, but also the communications during the various meetings. You will see what I say here is true. The plans for Elwert Road would degrade the regional connector role it serves. Traffic on and off of Hwy 99 has major delays during rush hours. These conditions have persisted for years and will only worsen if all of Sherwood West is brought in at this time. The City and County need to improve the capacity of Elwert Road, and it's Hwy 99 connection before adding so many homes.	8/21/2024 11:19 PM
16	don't do it, don't do it, this is the opposite of what we are supposed to be doing.	8/21/2024 8:19 PM
17	The concept plan proposed described a mixed employment zone, which included, industrial use, that was not advertised untill after the public outreach peroid was complete. It is not fair, or reasonable, to state the residents of Sherwood are in agreement with industrial zoning in the northern region of the proposed expansion. During the public outreach of the Sherwood West concept plan, mixed employment was represented as a mix of office, light industrial, and flux space. However, after public outreach, the need for industal manifacutring has been a major emphasis of the plan and further dialogue. It is not a good faith statment to suggest that residents of Sherwood are informed of the expansion plan, let alone support industrial use of the aforementioned land.	8/21/2024 6:39 PM
18	Consider who is pushing for this concept - voting citizens or developers and city officials? Follow the money and you'll see. Last survey showed over 80% of voters did NOT want this.	8/21/2024 5:59 PM
19	Consider the impact it will have on current plans to make walking, biking, and transit a more viable alternative to driving.	8/21/2024 4:59 PM
20	Sherwood overbuilt their high school and now the operating and maintenance costs are more on a per student basis than projected. Don't make the same mistake with the UGB expansion, scale it to meet current needs and reflect recent data. This expansion size may have made sense with the growth from 2000 but it doesn't now. You will be trading a vibrant and valuable agricultural area into a land speculator's dream.	8/21/2024 4:31 PM
21	Oregon is a unique state due to its urban growth boundary and early efforts to preserve the beauty and productivity of agriculture. Every time the growth boundary is usurped we loose a little more of that unique quality.	8/21/2024 3:54 PM
22	I would encourage the Council to really consider is it necessary at this time to bring so much land into the UGB, given the data provided on slower population growth than expected and adequate light industrial already available in the UGB. Please tell the city to go back with a requirement to reconsider smaller parcel at this time and to have a more comprehensive traffic study done in conjunction with WA county and ODOT on what the impact will be to our roadways before allowing this much growth to be approved.	8/21/2024 3:11 PM
23	Don't do it. It can't pay for it's own maintenance in a few decades just like Portland can't now. You can achieve all those goals by building denser in the existing UGB. Something other than suburbia might even make Sherwood worth visiting.	8/21/2024 2:42 PM
24	Metro states the "Urban Growth Report" will document whether more land is needed. After a brief review of the Executive Summary, I did not see an answer to this question. Is more land needed? Evolutionary growth planning is required to enhance and maintain the quality of life in a metropolitan area. Sherwood's proposal is Revolutionary, NOT evolutionary. Given recent slowing growth trends, it seems wise to grow gradually, minimizing the occurrence of un-intended consequences. Thank you for your time and consideration.	8/21/2024 11:23 AM
25	Land developers and politicians. Somebody is getting greased.	8/21/2024 8:44 AM

26	Sherwood is asking for to much land.	8/21/2024 7:17 AM
27	Single family homes or 10k+ square foot lots.	8/20/2024 11:42 PM
28	The size of the requested expansion is not supported by facts and the City of Sherwood should be asked to reevaluate the expansion request and right size it to suit the true growth potential for this area.	8/20/2024 7:59 PM
29	Sherwood is a small town and the projected future population growth in no way reflects what is proposed in this expansion. Hundreds of homes are currently being built and retail locations sit empty as retailers have left the area. Sherwood needs to revitalize its existing areas before trying to grow.	8/20/2024 6:37 PM
30	Holly ochoa, Steve ford, and I are all interested in working with Sherwood planners to bring in our 20 combined acres for mixed use and or housing.	8/20/2024 6:28 PM
31	Think long and hard and don’t be swayed by paid consultants who will benefit from growth	8/20/2024 5:09 PM
32	once its gone its gone	8/20/2024 5:00 PM
33	Push back against the people who’ve got there’s and want to limit others.	8/20/2024 4:53 PM
34	Preserve the few remaining farms, green space, access to the outdoors.	8/20/2024 4:30 PM
35	Please see my comments above. The proposal is a wild overreach and should be denied in its entirety.	8/20/2024 4:23 PM
36	Please listen to the Sherwood Farm Alliance. We have presented facts that conflict what city leaders and builders are promoting. We DO NOT have the roads and infrastructure to support this massive increase in acreage into the UGB. Our land is too precious to pave over with the amount of housing suggested, and metros own projections of growth are SIGNIFICANTLY lower than the projections of the city. Just check out the numbers they said we were going to grow for our new high school just a few years ago, the growth numbers were way off base. We built a massive high school that is not at full capacity, and affected all of our taxes and we are still paying off all the infrastructure for that, I think the average Sherwood resident cannot support another massive build in our area that makes the builders rich and leaves the city residents to come up with money for more schools, more roads, more infrastructure and also destroys our beautiful land, thank you	8/20/2024 4:19 PM
37	Do not expand and thereby put further pressure on existing Title 13 refuges for wildlife. Current forest land should be preserved, not destroyed by replacing it with houses.	8/20/2024 4:16 PM
38	We were very involved in the 2016 Concept Plan that the City of Sherwood completed prior to the current Concept plan. It was very evident that the City had an agenda both for the 2016 concept plan and the current concept plan that while they promoted community input, despite hours of involvement, we saw little to no interest on the City's part to make any concessions or listen to the small farm owners in the area being considered. They went through the motions of "listening" to opposing interests, but there was really no interest in farm/wine/small woodland farmers interests. We provide jobs too. We bring in income that contributes to the benefit of all through our taxes, but we are not big enough to be considered as worthwhile contributing members to our community and it is better to bulldoze our properties than to allow farming/winery/woodland enterprises to continue in this area.	8/20/2024 4:00 PM
39	Please reject Sherwood proposal to expand the UGB.	8/20/2024 3:56 PM
40	Don't expand it. Enough land in current boundaries to meet needs for many years.	8/20/2024 3:56 PM
41	Available lands for housing, and SDCs, could be the single biggest driver(s) for affordable housing. The laws of supply & demand are not broken, and housing is too expensive in Oregon!	8/20/2024 3:43 PM
42	Listen to the home and property owners who will be most impacted by the permanent loss of agricultural land as well as the lack of existing roads and infrastructure costs that will impact the community.	8/20/2024 3:02 PM
43	Listen to the local citizens and what they have to say. Read the Save Sherwood West concerns.	8/20/2024 11:03 AM
44	I am STRONGLY OPPOSED to the expansion of the UGB as proposed by the City of Sherwood.	8/20/2024 9:56 AM

45	East-West transit/transportation connections, especially to Oregon city. If Sherwood was built as a denser TOD node, then it could help the region develop as a less congested grid.	8/19/2024 6:16 PM
46	develop existing land in the UGB, we will not be able to utilize an expansion, and it is a waste of money, resources and the environmental impact will be irreversible	8/19/2024 12:50 PM
47	Consider transit planning.	8/19/2024 12:08 PM
48	Expanding the urban growth boundary is a horrible idea. We need to build more housing in the land that is already a part of the UGB. We have plenty of room already. The urban growth boundary is already too large in my opinion.	8/18/2024 11:25 PM
49	I beg everyone at Metro considering this, don't let Sherwood have this land. We've already lost the kindness here, we don't need to further it with a larger population.	8/18/2024 10:42 PM
50	Eh, what’s the point. The Boomers are going to do it regardless. This process is a formality :-)	8/18/2024 9:29 PM
51	We should continue following the growth trends that allowed this area to become so unique in its development. Strong growth boundaries and ensuring walkable, inviting, and friendly places are what make the Portland area a destination, not sprawl	8/18/2024 3:47 PM
52	Don't violate the integrity of the UGB to satisfy the poorly zoned single family housing suburban expansion of Sherwood.	8/18/2024 2:29 PM
53	Density, public transit	8/18/2024 2:28 PM
54	Metro and The City of Sherwood work for us not the other way around. 70% don’t want it. Why can’t you respect the wishes of the vast vast majority of citizens!	8/18/2024 2:15 PM
55	I'd like you to consider WHY you need to expand the UGB in an area with limited growth expectations where there are no projected shortages in available space for the next 20 years? And why you need to do it in the direction of farmland?	8/18/2024 1:24 PM
56	Do not expand the UGB.	8/18/2024 1:13 PM
57	I like the plan. I know there is an opposition group but there are those of us that support the plan too	8/18/2024 1:08 PM
58	Sherwood has space for more density instead of further sprawl.	8/18/2024 12:51 PM
59	The 2040 Growth Concept Plan has been a failure. The regional centers and town centers it envisioned have almost universally not been built out. Metro needs to create a new regional plan that has very prescriptive rules for cities, and has actual mechanisms built in that ensure development happens as planned. We have a dire housing shortage, and we need to take it seriously. We have had these UGB expansions every few years for decades now and it hasn't been enough to end the shortage because the problem isnt a lack of land! The problem is and will continue to be that cities enforce apartment bans, take many months to get out permits, and charge 10s of thousands of dollars in SDC and permit fees. Reject this plan and get to work solving the actual underlying issue.	8/18/2024 12:01 PM
60	Please consider the type of climate impacts, fire risk, and transportation challenges that will accompany this proposal. Cookie-cutter suburban tract homes is not the type of housing that will be climate resilient. Please think better of this status quo proposal. We need a course correction for the better. Please vote to deny this application.	8/18/2024 11:33 AM
61	Think about the whole picture…and the impact on the land.	8/18/2024 9:42 AM
62	Our city leaders are not listening to its citizens. YOU MUST listen to us. We do not want this here!	8/18/2024 7:51 AM
63	Does Sherwood really need to look like phoenix?	8/18/2024 7:24 AM
64	I don’t think Sherwood is ready to expand the urban growth boundary	8/18/2024 1:17 AM
65	We need more housing in the entire region! Allow land owners and developers more freedom to meet the needs based on a free market.	8/17/2024 2:51 PM
66	I was offended a little bit at the Council presidents comment that we only have three people of color at Sherwood high School. I would encourage her to come visit us for our Diwali festival,	8/17/2024 9:15 AM

	or our moon lantern festival to see the hundreds of people from Sherwood who are attracted here because of our good schools.	
67	Our schools and roads are at max capacity already. We are already developing several areas with houses and industrial/commercial buildings. Sherwood needs to stop, study, and evaluate the impact before bulldozing ahead with more development to the detriment of our farms and wildlife.	8/17/2024 8:35 AM
68	Please, please do not allow this to happen. Our children are already in classes of 30+ kids, we don't need more crowding. We enjoy our small town and will be forced to leave if this happens.	8/17/2024 8:08 AM
69	Leave as is	8/16/2024 11:11 PM
70	Less multi unit housing	8/16/2024 9:56 PM
71	Sherwood doesn’t need to become another Beaverton. Is there a real need to turn Sherwood into a crowded traffic congested mess?	8/16/2024 9:37 PM
72	When deciding such a significant proposal please make sure and challenge when in doubt, that the local representatives have taken all prudent measures to insure they fairly represent their communities.	8/16/2024 4:35 PM
73	Sherwood city council has lied to you. There was no input from the residents already living in sherwood west. You are proposing something that no one wants and no one needs. We love the farmland and agriculture of our area. New residents will be very upset by the air cannons that are used during harvest season to keep the birds away. So it is clear to me you don't live here and haven't visited here or you would know this.	8/16/2024 11:49 AM
74	Expansion is not only about creating jobs and financial gains for Sherwood. We need to think long term and how adding 4,500+ homes will impact the environment, traffic, and crime. Let's keep the "small town" charm of Sherwood. Do not expand the Urban Growth Boundary.	8/16/2024 7:48 AM
75	Vote this in and you get voted out. This is dumb. We don't need it and the people here don't want it.	8/14/2024 1:11 PM
76	Our taxes are already high and would increase more. Our schools are already understaffed. Farmland is disappearing.traffic is a nightmare. People working in Sherwood can’t afford to buy in Sherwood.	8/14/2024 6:30 AM
77	A 41% increase in the size of Sherwood. It is excessive, unnecessary, wasteful of rich farmland, will increase traffic congestion, and your property taxes.	8/14/2024 5:36 AM
78	I am 100% opposed to the extension of the urban growth boundary. Communities need to work together to address the growth issues. Just because Portland can’t manage their growth/population and drug crisis (that they created) doesn’t mean that this county should accommodate future growth. Stop the expansion to the west and make the current communities support their population	8/13/2024 10:10 PM
79	Expansion of the UGB to the sherwood west would be detrimental to forests, waterways, farmers and farmland. This concept plan runs within distance of wineries and MAJOR forests that literally help keep the area more natural. The carbon footprint of this many people would not be healthy and 99W including Roy Roger's and ELWERT cannot sustain this. Look at Wilsonville with Villebois and I5. The traffic will be horrid. We live in Sherwood because of the beauty, the farmland the wineries and the community. This community is SMALL for a reason and the people here like it this way. The back of Bull mountain is expanding rapidly and Roy Roger's cannot take all this traffic. Please reconsider because this will not be a beneficial choice for waterways, forests, animals, farmers, residents and the environment. Thankyou. Sherwood resident.	8/13/2024 9:04 PM
80	Consider how the farmers are going to be impacted and the small town, neighborhood feel that people in Sherwood take pride in as well as the heritage. Think about how the nature isn't going to become just miles of houses and industrial complexes	8/13/2024 8:03 PM
81	stay out of sherwood	8/13/2024 4:49 PM
82	traffic to/from sherwood from surrounding cities is already terrible and this will only get worse and add to that as well!	8/13/2024 3:33 PM
83	Do not expand the UGB	8/13/2024 2:00 PM

84	When will the Urban Growth boundary stop being extended? When is enough is enough? Do you want Sherwood to end up like Beaverton? What about food supply when farms keep vanishing into the boundary?	8/13/2024 1:00 PM
85	Just remember who or what is being affected by your decisions and how hard they are to take back.	8/12/2024 6:15 PM
86	The pendulum will eventually swing. Start expanding the UGB's before the voters turn on you (only a matter of time)	8/12/2024 5:35 PM
87	Bus and biking lanes where possible	8/12/2024 4:48 PM
88	Less people less traffic Less large shopping centers	8/12/2024 10:04 AM
89	I feel like the crime rate that is almost impossible to enforce right now needs to be considered. More people means more crime. And if we can't take care of the problems we have now then we shouldn't add to them. That's just basic common sense	8/12/2024 7:28 AM
90	Stop sprawl. We have a very fertile valley and need to grow food.	8/11/2024 10:50 PM
91	Please don't ruin the rural natural beauty of our community.	8/11/2024 8:17 PM
92	CLEAN HOMELESS CAMPS. LIMPIEN Y ERADICATE LOS CAMPOS DE HOMELESS. Es el mayor problema de vivienda en Metro Portland.	8/11/2024 2:36 PM
93	It's needed! We need more housing options for the growth of the town	8/11/2024 11:21 AM
94	Traffic. Safe walking paths	8/11/2024 10:33 AM
95	The only real long term fix to help reduce homelessness is the expansion of the UGB. When it comes down to it housing is a supply and demand issue. Government regulation and boundaries reduce the supply.	8/10/2024 11:51 AM
96	Do not expand the UBG	8/10/2024 10:41 AM
97	Not at this time.	8/10/2024 7:43 AM
98	Expand the urban growth boundary to allow more homes with yards. This high density pack them and stack them is ruining our livability. Roads are congested and it's UNREALISTIC to believe we will give up our cars.	8/9/2024 6:12 PM
99	Industrial land should have a 7% or less slope.	8/9/2024 5:54 PM
100	Respectfully request that Metro Council consider tabling the proposed Sherwood UGB expansion plan, and require the City to reconsider its explansion goals and desires and submit a revised plan after having more meaningful input and working partnerships with affected landowners living and/or working the land within their property.	8/9/2024 11:31 AM
101	Please don't do it, too many people at present is causing dangerous traffic situations. High speeds and too much congestion on country roads not built for this volume of traffic. Too many accidents have already occurred and if Metro does not take this into account Metro will be legally responsible for future accidents and needless deaths. Study the traffic on the surrounding country roads, you will find this to be true.	8/9/2024 7:04 AM
102	Please do not expand into the country. Getting closer to ny house every year.	8/8/2024 9:08 PM
103	Just say no	8/8/2024 7:50 PM
104	Sherwood is the last smaller scale town close to I5 and we do not have the capacity to grow anymore. Traffic is already awful and we don't have the space to expand any longer.	8/8/2024 2:00 PM
105	The urban reserves were so designated to account for urban growth boundary expansion in the region. Sherwood has completed a plan for one of those designated urban reserve areas, demonstrating how it could be developed and served with utilities and governance. Metro Council should approve the UGB expansion request, finding that Sherwood has met the requirements of the Metro Urban Growth Management Functional Plan and has put forth a plan to help provide needed jobs and housing to our region.	8/8/2024 1:13 PM
106	The more time these processes take and the more complicated and prescriptive the results are, directly relates to a higher cost of land and for meeting future housing demand and employment needs.	8/8/2024 12:08 PM

107	We have lived in Sherwood for 22 years. We will soon be in a home too large for us. We would like to stay in the community we helped build, but there are no single housing 55 and older neighborhoods, preferably gated. AND they will be small homes that most likely are unaffordable. Chew on that!	8/8/2024 11:48 AM
108	I have lived in Sherwood for almost 30 years. During that time it has blown up, we are losing the small town feel we used to have. Please help keep us from growing anymore west and explore other opportunities. Keep what little beautiful country we have left just how it is.	8/8/2024 11:47 AM
109	Please don't do it.	8/8/2024 11:28 AM
110	If possible slow the expansion down. With slowing population growth & other areas expanding, infrastructure that is inadequate, this should not go forth as is. We want to preserve an Oregon life style, not become California.	8/8/2024 11:10 AM
111	No	8/8/2024 10:50 AM
112	Added info in previous page	8/8/2024 9:43 AM
113	Do not do this to Sherwood!	8/8/2024 7:19 AM
114	My ask of the Council is quite simple. Follow the outlined legislation, purpose and protocol for 20 year outlook for UGB expansion requests, and Follow the Facts. The Sherwood West Concept Plan may appear to be an impressive package; however it represents the view of politicians and commercial developers and not a demonstrated need for more developable land.	8/7/2024 8:32 PM
115	Metro has the power to protect Oregon from urban sprawl. The plan does just the opposite of that and without data to support any demonstrated need or realistic achievable benefit.	8/7/2024 8:15 PM
116	do not allow sherwood to expand the ugb, there are many places already in the region that has opportunities for additional jobs and residential growth	8/7/2024 4:36 PM
117	I hope Roy Roger's Road does not get overwhelmed. I work in Elmonica and live in Wilsonville, and during the afternoon commute, it is faster than taking I-217.	8/3/2024 8:38 PM
118	See main essay on my criticisms, but otherwise I'll mention neighboring communities each had UGB expansions in the past cycle (King City out to Roy Roger's Rd, and Wilsonville with Frog Pond) that have not been developed yet, providing more area housing needs. In addition, a mid cycle swap in benefit of Tigard, taking acres from Damascus, adds additional housing land, making additional growth unnecessary.	8/3/2024 12:03 AM
119	There are zero amenities (stores, restaurants, gas stations, etc) in that part of town. Please make developers include those in their plans. I understand the land in this area is expensive, and the more houses they can squeeze into an area, the more profit they make, but it’s counterproductive to the sense of community that all these surveys speak so much about. Please don’t force an entire town’s with of new residents to drive to 99W/Sherwood Blvd or 99W/Roy Rogers for everything. Provide these basic services for these residents closer to their homes.	8/2/2024 3:27 PM
120	Although I think that Sherwood has the right mindset with keep the goals of the state in tact with the chip manufacturing, it seems like they are behind on timing. I feel like there are better areas with freeway access for transportation, if they build out the land off of Roy Rogers as employment/industrial it seems like there's limited future growth beyond this. I would recommend areas like Hillsboro, Tualatin, and Wilsonville. I think that was a bad planning part on Sherwood and the panels.	8/1/2024 12:39 PM
121	I did not answer about the Sherwood proposal as I am not in that area. However, I did indicate my overall preferences for what should be considered in UGB decisions.	7/30/2024 7:46 PM
122	There are a lot of small acreage lots with housing already on them and I would expect most of these lots would not be available for development for more than twenty years from now. There is also farming activities going on in the area, that do not appear to be available for development in the near future. There appears to be no real adequate plan for future transportation, water and sewer, and electricity, that will adequately serve the current area, let alone any future expansion.	7/30/2024 9:09 AM
123	The west side has such heavy traffic due to the extensive growth, I hope the new streets are accommodating of this reality.	7/30/2024 8:24 AM

124	Sherwood has a comprehensive plan and they know what is best for their city. Lattititide should be given to incorporate city objectives. There is too much top down planning.	7/30/2024 7:20 AM
125	Need to have Development Pay for itself. Putting new infrastructure on the backs of current residents is not acceptable. Develop and dash ,leaving "us" to pay for fire, police, schools, etc. part of the Development Ponzi scheme we are still buying into.	7/29/2024 9:42 AM
126	Let's not eat up more rural land unnecessarily. Instead, let's focus on greater density within the existing urban area.	7/28/2024 8:39 AM
127	Housing is unaffordable. Do not accept that the west coast needs to be expensive. We made it this way. We need a reset. We can and should set our goal to be more affordable than the Mid-West. Build more housing. All kinds of housing.	7/25/2024 7:25 PM
128	I'm strongly in favor of expanding the UGB as described in the Sherwood proposal. Long overdue!	7/24/2024 5:40 PM
129	Please look at the assertions of the City of Sherwood with a critical eye. Throughout the public outreach process they have often used vagueness and begged off serious concerns with a statement of it being to early in the process to make detailed plans.	7/24/2024 4:09 PM
130	Move to California if you want sprawl. Seriously, this is so irresponsible of you.	7/24/2024 7:36 AM
131	Our family has owned property in Sherwood for more than 100 years. We love the area and are thankful that METRO and the City of Sherwood planners are carefully considering options.	7/23/2024 9:29 PM
132	Denser	7/23/2024 8:58 PM
133	I have followed the preliminary work done by the city of Sherwood and believe they have captured the needs of the community and this expansion will make Sherwood stronger and provide more "Sherwood Quality" community around the High School and green land areas. Sherwood is unique and we'd like to see more people have the opportunity to be apart of this great community.	7/23/2024 8:41 PM
134	Just don't do it. I know there's a lot of pressure from developers and right-wing politicians to eliminate the UGB, but it has served us so well. Give the new middle housing and other infill opportunities a few years to show whether, as the growth projections suggest, they will provide adequate places to develop new housing that is more suited to achieving the region's climate and lifestyle goals.	7/23/2024 6:47 PM
135	Look forward. The future doesnt call for this	7/23/2024 6:25 PM
136	Stop it. Look at your own life	7/23/2024 3:29 PM
137	The several decades of suburban expansion since the Highway boom have definitively shown us that sprawl does not creat good communities, much of what made this region great and unique has been torn apart by Highway expansion and our main goal should be to fill the void left in its wake, expanding the growth boundaries would be contrary to that	7/23/2024 3:25 PM
138	If growth continues out in farm and agriculture areas, you will find one day there will no longer be berry picking, fresh eggs, pasture raised meat, flower farms and wineries, that people love to venture out to. You will also create a traffic nightmare by putting commuter roads where livestock live and tractors and other machinery will share those same roads.	7/23/2024 2:24 PM
139	The current untenable traffic problems. The adequate amount of buildable land within the current boundary. The financial interest in builders dominates the planning proposal, not the majority of citizens.	7/23/2024 12:17 PM
140	Please give credence to the comments of the public. Don't let the developers rule or community. They are here for the profit, we live here.	7/23/2024 11:53 AM
141	I would like to see more incentive provided for increasing transit options. Considering Sherwood's location within the Greater Portland Area, I imagine the increase in UGB will result in a increase in automobiles on the roads. Can there be a way to ensure an increase of transit options as part of the increase in UGB?	7/22/2024 6:10 AM
142	The area is losing residents. There's no reason to extend the growth boundary. Gentrify downtown. Leave the surrounding wilderness and farmlands alone. You're bought and sold by developers so I don't even know why I'm filling out this stupid thing.	7/21/2024 9:04 AM

143	I. The greatest asset to the Portland area has not been and will never be humans or anything made by man, but the natural bounty provided us all by the Earth. II. If we cannot live beautifully, why should we live at all?	7/20/2024 9:02 PM
144	Please never expand urban growth boundaries. Encourage density within existing urbanized footprints. Vastly expand public transit. Stop widening freeways. Fund housing as a human right.	7/20/2024 7:43 PM
145	Thank you for reaching out for opinions,	7/20/2024 10:44 AM
146	Make sure developers are legally on the hook to live up to their obligations instead of flaunting their disregard of the rules.	7/18/2024 9:47 PM
147	n/a	7/18/2024 12:06 PM
148	This proposal is the definition of car-dependent sprawl and should NOT be allowed.	7/18/2024 10:24 AM
149	We need more housing for seniors- single level, accessibility features.	7/18/2024 6:22 AM
150	Cycling, walking, and transit should not simply be options but the preferred mode of transportation around a new neighborhood such as this.	7/17/2024 6:53 PM
151	I hope you know how much of a transparent Money Grab this proposal is. Couched in disarming political jargon. The proposed expansion is in an area that struggles to support the residents as is. Highway 99 and 217 are virtual parking lots 80% of any day. Growth without sufficient infrastructure is irresponsible bordering on nefarious.	7/17/2024 6:18 PM
152	Unless the development pattern requires reuse and redevelopment of existing built areas first, while providing space for parks and natural areas, the expansion effort is based on false pretenses.	7/17/2024 2:26 PM
153	Stop building up over our beautiful land. This is the reason so many of us moved here.	7/17/2024 2:06 PM
154	We need more NW 23rds not more Lake Oswegos. If cities want to expand they need to do so in ways that allow for more mixed housing and not restrict the expansion area only for the wealthy.	7/17/2024 9:25 AM
155	I’m gonna be so real with yall. I come from Texas, and while they have a lot of draconian social laws, they know how to build housing — fast. Which is why housing costs are so cheap compared to here. While I don’t want 20 lane highways or single family suburbs everywhere, approving more land at a faster pace to build housing can change the game. Please approve the Sherwood proposal and continue expanding the boundary piece by piece.	7/16/2024 11:23 PM
156	I think it’s probably most important to consider the nearby communities and the transportation issues. I won’t be affected at all by this given where I live and I no longer own a car. Hopefully, adequate transit will be accessible to these new residents	7/16/2024 8:52 PM
157	Sherwood is a desirable city to live in because of its charm. This expansion would take away some of that charm and spread the city further apart instead of building it together creating more community	7/16/2024 8:51 PM
158	Does Metro conduct any evaluation (or require this of the applicant cities) to determine if this is the highest and best use of this area of the urban reserve, and/or whether there is not another place within the urban reserve that is better suited for an expanded UGB (even if it's in another city)? It seems misguided that cities apply for UGB expansion, instead of Metro determining where and when they should occur.	7/16/2024 8:43 PM
159	The roads that people will use to come and go from the new area. The roads already don’t support the population.	7/16/2024 6:32 PM
160	As a regional government, I believe that Metro Councilors have a responsibility to go out and talk to communities about the vision the Metro Council has for them and to listen to community feedback where they are. Decisions at Metro are made with City and County staff attendance in morning meetings, but they should attend evening meetings with Councils and Planning Commissions to hear the citizens sides of the stories, not at Metro. My opinion.	7/16/2024 5:01 PM
161	If you plan for decline you will likely achieve it.	7/16/2024 9:07 AM
162	Better increase of diversity at Metro in the team.	7/16/2024 8:01 AM
163	Just say NO, there is no reason for it. Approving this sprawl is not what METRO is supposed	7/15/2024 8:52 PM

	to be doing.	
164	Please clean up the trails at Mount Talbert Nature Park. So much poison oak and we need to do gymnastics to avoid it when hiking.	7/15/2024 7:57 PM
165	Sad to see our farm la d go to waste, we will never have that fertil land back ever again	7/15/2024 6:50 PM
166	I'm really proud of Metro and the UGB. Let's keep moving, and do it thoughtfully and slowly.	7/15/2024 6:48 PM
167	Make sure to preserve wildlife habitat and include good solar and other renewable energy options	7/15/2024 6:00 PM
168	Prioritize affordable single family housing and safe and affordable public transit.	7/15/2024 5:23 PM
169	More public transportation. More parks and trees!	7/15/2024 5:15 PM
170	I vote for no growth, Mother Nature thanks you	7/15/2024 4:41 PM
171	Please consider the desires of the people who call Sherwood home. You only need drive down Roy Rogers Road and see the abomination of development there to understand our intense contempt at the idea of those developers getting any closer to our bucolic countryside and beautiful rural setting. A 42% increase in the size of our city is unnecessary and unwarranted. Construction of this size will be a burden to all who live in the area for years to come.	7/15/2024 3:47 PM
172	Expand the boundary the maximum amount possible! The region needs more single family homes-thousands more homes!	7/15/2024 3:03 PM
173	Our land use laws have served us well, and has strong support. Going forward, we need to be flexible to address opportunities as they arise, and act far faster.	7/15/2024 2:20 PM
174	Again, don’t mix residential with working farm ground. Example, Roy Rogers Rd, one side now high density residential and the other ACTUAL working farm ground.	7/15/2024 1:39 PM
175	Thanks	7/15/2024 1:20 PM
176	Don't encourage expansion of the UGB under the disguise of affordable housing. In-fill and up zoning in close-in locales can solve the housing needs and address traffic and transportation issues. With all the expansion, where will we be in 20 or 40 years? Sprawl is not the answer no matter what it is called. Smart in-fill and upzoning development makes sense -- especially given the aging demographics. The new single-family neighborhoods will be empty areas in 30 years. Thank you.	7/15/2024 1:20 PM
177	Metro needs to remember that UGB amendments can't be undone, and that the UGB is about the only truly effective growth management tool in the US today. Consequently, what Metro does with the UGB is central to its success as a regional government. Metro needs to embrace this critical role and lead publicly to build understanding and support for probably the only thing that it does that has true and lasting value and impact. In addition, Metro needs to work with its jurisdictional partners to maintain, revise and needed, and publicize its vision for the region. Today, the 2040 Concept Plan is now 30 years old. Metro has ignored it's fundamental role as regional planner for way too long. That vision is out of date, unknown, and not authoritative. Metro has been given the opportunity to lead with vision, but it has insisted on doing nothing of the sort. For too long, Metro leaders have insisted that no more planning is necessary while ignoring the plans and vision that it has. Further, plans only represent the consensus of the moment they were adopted. Keeping plans and visions alive is an ongoing responsibility. It require work and commitment, and Metro has provided neither. If Metro doesn't want the UGB savaged by self-interested development forces, then it needs to frame the UGB by something larger. Metro has completely failed to do that, and the result is the kind of result we saw in the last Legislative session where Democrats, led by Governor Kotek, championed UGB amendment actions that would fundamentally make Metro, and this process, irrelevant. In addition, while Metro Councilors name-check climate as a major concern, they do nothing. They continue to push for highway expansions, and they have done nothing to update the 2040 concept to reflect concerns for climate and carbon emission reduction. Frankly, the emperor, in this case Metro, has no clothes. But Metro certainly like what it sees in the mirror. Please get real! Stop playing games with the region's future and get to work, particularly on the things Metro is uniquely charged with. Time is flying and you are not in the game.	7/15/2024 1:17 PM
178	I do not support this at all! Fix downtown Portland first!	7/15/2024 1:15 PM
179	No more concrete jungle. The traffic is HORRENDOUS around here. Too many cars and new	7/15/2024 12:50 PM

	crappy homes.	
180	Wilderness spaces are important for so many reasons, especially as climate change will be making urban life even more warm and unbearable in the future. I'd rather see Metro use the space already allotted to it than paving over even more land.	7/15/2024 12:44 PM
181	Fewer parking lots, less sprawl, more dense housing, narrow freeways and add tolls, more bike paths	7/15/2024 10:36 AM
182	Quit allowing land waste with huge estates. Focus on density and cleaned up safe transit and bike paths.	7/15/2024 7:31 AM
183	No	7/15/2024 6:09 AM
184	Please don't expand. The city has plenty of room for development inside city limits. In addition king city has already expanded and is working on developing a large residential area just down the road.	7/14/2024 6:17 PM
185	Thanks for asking	7/14/2024 5:42 PM
186	Approve it	7/14/2024 5:16 PM
187	Don't let existing Sherwood residents vote down UGB expansions that are needed to help the region accommodate growth and affordability.	7/14/2024 4:02 PM
188	Just like with the Brookman Rd expansion I believe the council will push this through, regardless of your employers, the voters.	7/14/2024 3:43 PM
189	Prefer to not include Sherwood in the urban growth areas.	7/14/2024 3:30 PM
190	Please do not approve the Sherwood West Plan.	7/14/2024 2:25 PM
191	Light rail expansion on the 99 corridor	7/14/2024 12:48 PM
192	I reject the proposal. I think it’s important to keep farmlands and keep this city a somewhat “country” suburb. Tigard and tualatin are close enough and are incredibly overdeveloped. We don’t want Sherwood so overdeveloped. No one moved to Sherwood wanting it to end up like Tigard or tualatin.	7/14/2024 12:16 PM
193	This is not the right thing to do. When this was first proposed in 2015 it was a 50 year plan. Here we are 9 years later and they are moving forward full speed. We all were against this in 2015 and we still continue to be apposed now. Do not allow the sheriff expansion. With the expansion of King City it's already going to bring a huge influx of people, cars and business to this Sherwood area. We don't need more. We need land to grow food. We need trees. We need space for wild animals. This can not happen. As rural residents of Sherwood we can't vote on elected officials that make the choices that effect us and not those in town who do get to vote. Please let our voices be heard. We do not support this expansion. This is the only way we can be heard.	7/14/2024 12:09 PM
194	Do not expand Sherwood’s urban growth boundary	7/14/2024 10:52 AM
195	The city of Sherwood residents voted a resounding NO for expansion - 86% rejected this expansion plan. We are not willing to fund such expansion when we already added land into the UGB an poor planning as led to a waste of resources and ag land (massive high school that tax payers are having to pay for)	7/14/2024 10:32 AM
196	Resources are already scarce in rural Sherwood. Please don’t exacerbate that.	7/14/2024 10:29 AM
197	No more growth in Sherwood. We are being squeezed.	7/14/2024 10:16 AM
198	Metro should consider the city of Sherwood’s blatant rejection of the wants and needs of its residents and bordering residents. We have demonstrated over and over to the city and metro, that this expansion is both unneeded and unwanted. Much of developed Land within city limits sits vacant, neglected, and unused. Metro And the city of Sherwood should be protecting precious farm and agriculture space, rather than promoting urban sprawl. Please reject this proposal.	7/14/2024 10:14 AM
199	Schools cannot take any more students. Please consider grocery shops being better accessible. Growth isn’t always best.	7/14/2024 9:47 AM
200	Less low density housing. And how will Trimet serve this area?	7/14/2024 9:30 AM

201	For the love of god please get housing prices under control!	7/14/2024 8:21 AM
202	There needs to be infrastructure already IN PLACE before you expand. The 2020 bald peak fires are an excellent example of why we need to be prepared BEFORE you expand. This one incident required the involvement of many multi agencies and could have resulted in a much larger devastation and loss of forest, wildlife, domestic/farm animal life and human life if the plane dropping fire retardant wasn't diverted from Hagg Lake fire to Bald Peak.	7/14/2024 8:13 AM
203	Increase density and transit, anticipating future climate refugees.	7/14/2024 12:11 AM
204	The city has a lot of un unused or poorly used areas and they can be transformed to a better place like broadway corridor that solely adds over 1000 homes. This type of development should be a focus of the council.	7/13/2024 12:02 AM
205	Rather than building more outside of the UGB, let's focus on creating better spaces on the land that's already allocated. Densify current areas, we don't need to increase sprawl more.	7/12/2024 8:21 PM
206	Please consider the climate and the environment and understand that gasoline cars and infrastructure that prioritizes cars is killing us in heat waves. Please consider these very serious factors and look at Europe and Asia.	7/12/2024 6:16 PM
207	This expansion should have already happened before the School was built in 2015 - Newberg, Or has updated their area and we are left behind and deal with their traffic to Hillsboro.	7/12/2024 1:24 PM
208	Sherwood has the right ideas in mind with mixed developments and alternative transportation but they need to take them further, transit being extended into Sherwood west should also be explored as it's distance from the other bus lines would make access difficult and in the largest proposed area of lower cost housing in Sherwood those living in Sherwood west may be those most dependent on transit	7/12/2024 8:12 AM
209	I can't stress enough how important it is to preserve nature and avoid suburbs.	7/12/2024 8:04 AM
210	Future mass transit expansions, leave room in regional plan to allow for cheaper future expansions.	7/12/2024 12:26 AM
211	Preserve natural lands at all costs. Build up, not out. Increase density, disincentivize personal automobile ownership & provide clean, renewable public transit. Smaller urban boundaries increase access to nature for all, decrease fossil fuel emissions and preserves ecosystems. The Pacific Northwest is supposed to be a bastion of sustainability, let's live up to it.	7/11/2024 10:39 PM
212	I grew up in both Newberg and Tigard (divorced parents). I saw Sherwood go from some fields to what it is today. It sprawls a lot more than it needs too, and driving to there and through it is miserable. I'm nervous about continuing to focus on roads instead of public transit, and if we want housing to be affordable and Sherwood to be accessible to folks, it needs to move away from single family homes. Thank you	7/11/2024 7:03 PM
213	You really messed up in expanding Happy Valley without planning to run high capacity transit to serve it. You doubled down on this error by trying to run an expressway to serve the area, instead of transit. Now, you're on course to repeat your mistakes in Sherwood. Are you stupid, or just corrupt? Don't do it. Stop yourselves before you offend again.	7/11/2024 6:16 PM
214	Do not expand the UGB. No more freeways. No car dependence.	7/10/2024 10:17 PM
215	Please do what you can to encourage mixed-use transit-oriented density throughout the metro region, thanks.	7/10/2024 12:38 PM
216	Please don't expand the urban growth boundary in Sherwood. Our town has reached its limits.	7/9/2024 9:57 PM
217	Yes! The greatest consideration should be given to the plan and proposals from the local community.	7/9/2024 3:51 PM
218	no	7/9/2024 3:20 PM

Q1 What do you most want to see preserved as greater Portland continues to grow?

Answered: 340 Skipped: 25

#	RESPONSES	DATE
1	Portland and Oregon needs to keep our lands preserved, the farmland, the natural areas, and the like. There's been far too much expansion, with virtually no consideration to infrastructure. It's become so bad that I will likely move out of Oregon as the traffic is untenable. Areas like Bull Mountain and the expansion west into the Scholls area are disheartening and honestly depressing to witness. As someone who moved from Tigard to Sherwood to escape the rampant influx and horrendous planning, I'm fearful of what your plan is for Sherwood and beyond.	8/23/2024 10:06 AM
2	Parks and rec area	8/22/2024 9:51 PM
3	Farmland and rural areas	8/22/2024 9:44 PM
4	I most want to see our green spaces and parks preserved, ensuring that all generations can enjoy the natural beauty and outdoor opportunities that make Portland unique.	8/22/2024 9:42 PM
5	Farmland	8/22/2024 9:38 PM
6	Farm land	8/22/2024 7:24 PM
7	Our agricultural land!	8/22/2024 6:57 PM
8	Open space, farm land, landscape views	8/22/2024 6:51 PM
9	Mass transit	8/22/2024 6:46 PM
10	Farm land	8/22/2024 6:44 PM
11	Farm land, country roads, small town feel, less traffic,	8/22/2024 6:29 PM
12	Farmlands and fields	8/22/2024 6:28 PM
13	Partnerships across different levels of government, the private sector, and non-profit organizations.	8/22/2024 6:06 PM
14	Farmland	8/22/2024 4:57 PM
15	The Old Growth Timber 200 year plus trees	8/22/2024 4:38 PM
16	Ag land.	8/22/2024 1:13 PM
17	Farmland	8/22/2024 11:42 AM
18	Compact city (easy and quick to get from one side of the city to the other). Preservation of nature outside the city. Close proximity to nature.	8/22/2024 11:39 AM
19	I would like to see farmland and trees preserved. Everytime a developer comes in and develops land into $700K homes (not affordable to true Oregonians only california transplants) he cuts down 100's of large mature trees and plants one the size of a charlie brown christmas tree and calls it good	8/22/2024 10:11 AM
20	Our natural and rural areas.	8/22/2024 10:08 AM
21	Farmland and forest	8/22/2024 2:52 AM
22	Habitat for wildlife	8/21/2024 11:09 PM
23	As Portland grows I would like to see the beauty and charm of existing neighborhoods protected. Too often decisions are made which prioritize currently popular political priorities which end up trampling over the livability of existing neighborhoods.	8/21/2024 10:52 PM

24	Farmland, access to nature, a relatively compact city, lack of suburban sprawl, relatively low traffic congestion.	8/21/2024 10:47 PM
25	Tress and water quality	8/21/2024 9:32 PM
26	affordability	8/21/2024 8:16 PM
27	The natural beauty of Oregon should be preserved. It is also important to preserve wildlife habitat and local agriculture. Given global climate change Oregon wine country is anticipated to have large growth in industry in the upcoming future. Preserving land where this local agricultural can flourish is imperative. Protecting the water shed is also important, given the many threatened species that live in the surrounding area.	8/21/2024 6:06 PM
28	Farmlands and natural areas	8/21/2024 5:50 PM
29	The natural lands surrounding the city.	8/21/2024 4:55 PM
30	Livability. This includes affordability, connection to nature and lack of traffic congestion.	8/21/2024 4:22 PM
31	Livability and agriculture. The urban growth boundary is designed to protect farm land and preserve the livability of our state and it should be allowed to work as intended.	8/21/2024 3:40 PM
32	Continue to protect green spaces and saving older homes instead of developers coming in and bulldozing them down. incorporate more of these in newer developments. Seeing the high-density houses go in with little to no regard for trees, green space is making our area look every other area in the country instead of preserving the history and natural beauty of our state.	8/21/2024 2:58 PM
33	Preserve green spaces, prevent sprawl, increase density	8/21/2024 2:35 PM
34	1: Free Choice of how to pursue happiness, including where to live. 2: Rural acreage close to, and within greater Portland, that protects both natural and economic characteristics.	8/21/2024 10:54 AM
35	farm lands and wildlife.	8/21/2024 8:33 AM
36	Farm land	8/21/2024 7:10 AM
37	A good quality of life. Enough schools and jobs and roads to support the number of new homes being built. And preservation of the natural landscape.	8/20/2024 11:35 PM
38	Public green space Pedestrian and bike friendly community centers	8/20/2024 7:43 PM
39	Parks. Concerts, high quality establishments	8/20/2024 6:24 PM
40	Farmland and green spaces	8/20/2024 6:21 PM
41	I want to see farmland and natural areas continue to be preserved.	8/20/2024 6:19 PM
42	Green spaces, protected habitat areas	8/20/2024 5:00 PM
43	farm and forest land	8/20/2024 4:55 PM
44	Rural farmlands	8/20/2024 4:53 PM
45	Larger lot sizes	8/20/2024 4:49 PM
46	wildlife habitat, farmlands.	8/20/2024 4:48 PM
47	Farmland, green space, horizon lines.	8/20/2024 4:25 PM
48	Farm land and outdoor spaces	8/20/2024 4:20 PM
49	Productive farmland	8/20/2024 4:18 PM
50	PRESERVE Farmland, more density housing in areas already in the UGB, not increasing growth being driven by developers but SMART GROWTH	8/20/2024 4:10 PM
51	Protection of Title 13 areas in the form of small tree farms and woodlots where wildlife has take refuge, including creeks and wetlands.	8/20/2024 4:03 PM
52	Farm Land, open space, environmentally sensitive Areas	8/20/2024 3:52 PM
53	farmland, wild animal habitat, forests	8/20/2024 3:52 PM

54	Farmland, wineries, forests and parks	8/20/2024 3:46 PM
55	Green Space	8/20/2024 3:46 PM
56	Substantial wetlands & navigable water ways	8/20/2024 3:31 PM
57	Preservation of agricultural land and open space. The loss of agricultural land is disproportionate to the need for growth and expansion with industry. The focus should turn to using already developed urban land before expanding into precious agricultural areas.	8/20/2024 2:53 PM
58	Quality of life	8/20/2024 2:01 PM
59	Greenspace	8/20/2024 1:47 PM
60	Our farms, vineyards, our trees and affordable housing.	8/20/2024 10:54 AM
61	Green space and open land (used as natural reserves and agricultural areas)	8/20/2024 9:44 AM
62	Rail transit rights of way	8/19/2024 6:09 PM
63	farmland and country acreage preserved	8/19/2024 12:45 PM
64	Preserved nature, less sprawl	8/18/2024 11:22 PM
65	The current urban growth boundary boundary	8/18/2024 10:17 PM
66	Agriculture land.	8/18/2024 9:24 PM
67	Agricultural resources, our natural spaces, and our planet. Sprawl consumes more farm land, more natural habitats, and creates exponentially more GHG emissions which will destroy our planet.	8/18/2024 8:37 PM
68	Natural spaces	8/18/2024 8:30 PM
69	Slow it down, big housing developments with out the infrastructure is horrible. Take for instance, the high school the walk way across 99 3 years after the school opens. Someone had to get hurt before they did something . Now it’s just a cluster, and drop off one way in , one way out. I’m sick of the lack of common sense that goes into planning.	8/18/2024 7:01 PM
70	Farm land and green spaces near our urban centers.	8/18/2024 5:10 PM
71	Our green space and lack of sprawl. Part of what makes this area great is the density and strong urban growth boundaries that created the cities in the Portland area.	8/18/2024 3:42 PM
72	Keeping Sherwood a small town, single family homes and not apartments and condos.	8/18/2024 3:25 PM
73	Natural and agricultural land.	8/18/2024 2:37 PM
74	Farmland, keep the UGB in tact.	8/18/2024 2:25 PM
75	Our lush green spaces and forests	8/18/2024 2:25 PM
76	Keep the current UGB and grow through infill housing	8/18/2024 1:35 PM
77	Farmland & trees.	8/18/2024 1:21 PM
78	Honestly, as someone who has lived in Sherwood for 15 years, calling it part of "greater Portland" in the first place is offensive and concerning. What I want to see preserved for *Sherwood* is that the small town and surrounding farmland does not get sucked into the crime, homelessness, drug use, and other blight infecting Portland proper.	8/18/2024 1:20 PM
79	The existing UGB.	8/18/2024 1:11 PM
80	Nature and valuable farmland	8/18/2024 12:49 PM
81	Farmland - use the old and empty buildings before allowing to build more.	8/18/2024 12:29 PM
82	Farmland and forest.	8/18/2024 11:27 AM
83	Farm land	8/18/2024 10:00 AM
84	Farm land and better infrastructure to handle the growth, BEFORE you grow anymore!	8/18/2024 9:40 AM
85	Farms, woodland areas, and small town atmosphere.	8/18/2024 7:48 AM

86	Rural farm land	8/18/2024 7:19 AM
87	Agriculture, farmland, forestry. Repurpose or demo existing old buildings and land that is wasted within the current boundaries.	8/18/2024 7:08 AM
88	Parks, farms, Open space	8/18/2024 6:28 AM
89	Nature, trees, fields	8/18/2024 1:08 AM
90	farmland	8/17/2024 8:46 PM
91	Affordable housing and access to parks, state parks, green areas, etc	8/17/2024 2:48 PM
92	I value the variety of outdoor activities.	8/17/2024 9:10 AM
93	Farmland and forest	8/17/2024 8:27 AM
94	Farmland	8/17/2024 8:02 AM
95	Keeping urban sprawl limited, maintaining natural lands especially wetlands and wild habitat.	8/17/2024 5:18 AM
96	Forest and farm land	8/16/2024 11:03 PM
97	We need more space. We are ruining life for the majority in order to appease the few, often very wealthy. UGB is not a great thing.	8/16/2024 9:55 PM
98	Rural spaces and limiting growth of surrounding cities	8/16/2024 9:31 PM
99	Quality of life and open spaces. Putting high density homes in areas without transportation options will lead to excessive congestion.	8/16/2024 4:23 PM
100	Safe, clean and robust communities living in harmony with open protected spaces	8/16/2024 4:23 PM
101	Agricultural land that makes the area what it is. No more packed together houses with no character.	8/16/2024 11:44 AM
102	farmland, natural spaces, lower traffic	8/16/2024 7:35 AM
103	Water & air quality.	8/15/2024 1:41 PM
104	Green space…parks…small produce farms	8/15/2024 12:15 PM
105	Farmland and scenic beauty	8/14/2024 1:08 PM
106	Fertile Farmland, natural habitats and forests.	8/14/2024 7:01 AM
107	Farmland, which is why I bought in Sherwood 20 years ago	8/14/2024 6:25 AM
108	Farmland	8/14/2024 5:31 AM
109	I would like to see farmland and the farming communities around Portland continue to thrive. Adding additional sprawl will not allow Oregonians to continue to thrive as ranchers, farmers and country folk. It changes the landscape and ruins what makes Oregon great.	8/13/2024 10:06 PM
110	WINERIES , AND FARMLAND IN SHERWOOD OREGON.	8/13/2024 8:58 PM
111	Our green spaces are quickly disappearing and being replaced by industrial buildings and high density houses. It is having an impact on different industries, air quality, congestion and more. We are building faster than we are growing trees and it is sad to see. Oregon is beautiful because so much of nature has been protected, at least until recent years.	8/13/2024 7:54 PM
112	farmland	8/13/2024 4:45 PM
113	Family farms	8/13/2024 4:06 PM
114	Sherwood and surrounding farm land areas so that there is retained access to local fresh farm products.	8/13/2024 3:46 PM
115	rural areas, farms, wineries, parks, natural areas	8/13/2024 3:29 PM
116	Less density in building. More single family homes instead of apartments.	8/13/2024 1:58 PM
117	Old growth tall trees, all greenways, wetlands, natural habitat, waterways, farmland, open fields.	8/13/2024 12:55 PM

118	Land as mark twain said " buy land they aren't making it anymore" Meaning it's hard to get back the land that is absolutely needed for farmers who have a hard time as it is to grow food for our community and wildlife plus the more homes the more pavement ie more heat and less country.	8/12/2024 6:13 PM
119	Livable neighborhoods with yards.	8/12/2024 5:29 PM
120	old trees, convenient public transit	8/12/2024 4:56 PM
121	Parks, recreation, libraries, and open spaces and agricultural land free from future development	8/12/2024 4:44 PM
122	Less people less traffic	8/12/2024 10:01 AM
123	I want to see land, farms, and agriculture preserved	8/12/2024 7:23 AM
124	Condense cities save farm land, Forrest and open spaces	8/11/2024 10:45 PM
125	Farmland and wilderness areas - please protect Oregon agriculture	8/11/2024 8:32 PM
126	Preserve green spaces in Sherwood. Oregon’s public perception is lush greenery, and yet everywhere I look in my community the green is systematically removed. It’s ugly and heartbreaking.	8/11/2024 8:15 PM
127	Árboles, parques zonas verdes. Tree, nature rich parks, more trees.	8/11/2024 2:32 PM
128	Farmland, rural spaces, forests	8/11/2024 10:27 AM
129	The availability of single family detached homes to a wide range of homeowners. Surveys continue to say young people still desire home ownership and the changing needs of baby boomers are not being met.	8/11/2024 8:18 AM
130	Our farm land! I have lived here all my life (57 years) it truly makes me sad to see Metro being hijacked by developers. The idea of the urban growth boundary was a great vision to keep urban sprawl from ruining our way of life the way it has in so many large cities, but I have seen over the years that the Urban Growth Boundary has increasingly meant nothing. Constantly building is not sustainable. We need to revisit, at the deepest level, why the Urban Growth Boundary was created in the first place and go back to the time when it meant something. When it was used as a tool to continue a high quality of life.	8/10/2024 6:05 PM
131	I would like to see the cost of housing preserved over all other things.	8/10/2024 11:46 AM
132	Protect Farm land	8/10/2024 10:36 AM
133	Agricultural and forest land	8/10/2024 9:58 AM
134	Farm land It is very sad to see so much farm land get swallowed up by large housing developments, and now on Roy Rogers Rd. businesses are taking over farm land.	8/10/2024 7:37 AM
135	Greenspace, single family home neighborhoods, safe parks.	8/9/2024 11:15 PM
136	Single family homes with actual yards	8/9/2024 6:07 PM
137	single family homes	8/9/2024 5:50 PM
138	Open spaces, small farms, and rural lifestyle within the Sherwood UGB area. While growth is necessary to address future needs it must be done smartly and prudently considering all factors and concerns particularly from those directly affected by proposed changes .	8/9/2024 11:13 AM
139	Natural spaces without residential expansion and subdivision creation.	8/9/2024 9:51 AM
140	Natural habitats, green spaces/bridges, farmland, more density less urban sprawl.	8/9/2024 9:32 AM
141	Rural and precious farm land, forest, timber and green spaces including waterways.	8/9/2024 6:58 AM
142	Our roads being somewhat managable with traffic. As a 5th generation oregonian with a 6th gen daughter. The traffic is getting horible.	8/8/2024 9:04 PM
143	Stop building everywhere. Save the trees for weather preservations in the heat. More trees more rain, win win, end the drought. Save wildlife.	8/8/2024 8:18 PM
144	Farmland	8/8/2024 7:45 PM

145	Farm land, forests, and welands	8/8/2024 7:45 PM
146	Forests, wildlife, farmland	8/8/2024 7:28 PM
147	Farmland	8/8/2024 7:19 PM
148	Farmland, wildlife areas, green space	8/8/2024 7:05 PM
149	Farmland. No concrete jungles or suburban sprawl like California	8/8/2024 6:28 PM
150	Keep land as is. No more commercial building	8/8/2024 6:24 PM
151	Trees' and open spaces.	8/8/2024 5:38 PM
152	open farm land and large open spaces for trees and parks	8/8/2024 3:43 PM
153	Farmland and small family run farms	8/8/2024 1:58 PM
154	I'm not sure about preserved per se, but funding provided for parks and trails should be prioritized to maintain green spaces and multimodal transportation options.	8/8/2024 1:04 PM
155	Suitable land prepared for residential, commercial, and industrial use inside the urban area with fewer governmental barriers	8/8/2024 12:02 PM
156	Small town feel	8/8/2024 11:42 AM
157	Land and small town feels	8/8/2024 11:42 AM
158	We need to preserve the quality of life that Portland is known for. Outdoor beauty, healthy local economies, environmental quality.	8/8/2024 11:25 AM
159	Farm lands, green forested areas. Not urban sprawl or mini malls	8/8/2024 11:04 AM
160	Farms	8/8/2024 10:47 AM
161	Open space	8/8/2024 10:12 AM
162	Preserve farmland, do not increase traffic on already broken road infrastructure	8/8/2024 9:54 AM
163	Family farms and farm and forest land	8/8/2024 9:42 AM
164	Open spaces, wildlife preservation	8/8/2024 9:37 AM
165	The love the great non developed area we live in. Metro continues to invade our small country feel. We don’t need more bullying that Metro brings to the table.	8/8/2024 8:49 AM
166	Out beautiful trees and open spaces without city sprawl and tight housing	8/8/2024 7:14 AM
167	Trees, farms, natural beauty, clean air, TRAFFIC CONTROL	8/7/2024 11:21 PM
168	Access to green spaces, forests, natural areas	8/7/2024 8:39 PM
169	Farmlands, open spaces, parks	8/7/2024 8:21 PM
170	trees, nature, farms, agriculture, clean air, no pollution, protect environment	8/7/2024 7:57 PM
171	affordable housing, jobs, community safety, people of color in charge of decisions	8/7/2024 4:34 PM
172	Homes less than 500k with yards greater than 5,000 square feet. I like to garden, but I am not wealthy.	8/3/2024 8:26 PM
173	Strip clubs, porn theaters, a verity of convenience stores	8/3/2024 3:14 PM
174	The rights of farmers & their families, farmland, native plants & trees & wildlife including the protected nesting areas, hunting grounds & migratory routes including aerially. Once forest, farm rural land is paved it can never be restored. There's plenty of opportunities to convert un-used, partially or under-used land, buildings, homes within the UGB to better, more efficiently & effectively house people to be close to jobs, social services & stores & medical services without permanently destroying, compromising & polluting protected, finite and rich 'world class' soil, land or water. Also, with being resourceful, creative & utilizing recently passed regulation, it's possible to prevent the destruction of protected wildlife, native plants & essential tree canopies & conserve the history, beauty, rich soil, farmland, nature & topography of Oregon.	8/3/2024 12:50 PM

175	Natural areas, specifically varied wetlands.	8/2/2024 11:42 PM
176	Existing areas of non-residential community spaces, e.g. restaurants, shops, meeting spaces, gardens, etc., that are a reasonable walking/biking distance from homes	8/2/2024 3:13 PM
177	Parks and trails for the community	8/1/2024 12:31 PM
178	Farm land	7/31/2024 11:31 AM
179	Bigger natural landmarks such as lakes, river beds, and heavily, dense, forested areas far outside the current developments	7/31/2024 8:37 AM
180	Continued preservation of natural spaces such as Metro has been doing.	7/30/2024 7:44 PM
181	nature, forests	7/30/2024 2:53 PM
182	The livability of the area. Which would not include expanding the area without an adequate transportation system. Travel times on I-5 and 99W that include Sherwood have almost doubled in the last 20 years.	7/30/2024 8:55 AM
183	It is sad to see all the apartment buildings being constructed with little or no greenspace planned into the designs. People living in apartments need nature too!	7/30/2024 8:22 AM
184	character in neighborhoods and diverse housing options	7/30/2024 7:14 AM
185	Accessible commercial and residential spaces for people with mobility issues. Affordable housing. More public trash cans. More parking.	7/29/2024 11:37 PM
186	Areas con naturaleza,transportación pública.	7/29/2024 7:21 PM
187	Access to natural areas, close to the city. Green space amidst population growth.	7/29/2024 11:48 AM
188	Stafford Area- A regional Climate Action Plan should be developed. Area is surrounded by 4 of the top 5 greenhouse gas emitters in the region. Stafford is the "ONLY" open space area that would be a GREAT carbon sequestration sink. Council are on board with this.	7/29/2024 9:35 AM
189	green spaces, old growth trees, wildlife habitat, peaceful surroundings	7/29/2024 7:48 AM
190	NO SPRAWL, MORE DENSITY	7/28/2024 12:50 PM
191	Rural areas outside the urban growth boundary. Walkable/bikable neighborhoods within the urban area.	7/28/2024 8:34 AM
192	Natural áreas, forest, farmlands	7/28/2024 8:26 AM
193	I want to be able to leave the metro with a short 20 minute drive. I don't want so much congestion that I cannot leave the city/suburbs in a reasonable amount of time.	7/25/2024 7:17 PM
194	Strong neighborhoods, nice parks for recreation	7/24/2024 5:33 PM
195	Wise planning for growth, taking into consideration needs and protecting farm land and natural resources.	7/24/2024 3:55 PM
196	The opportunity to produce housing as inexpensively as possible to keep housing affordable for all regional residents.	7/24/2024 11:56 AM
197	Our current UGB. Enough sprawl. I left San Diego 16 years ago because sprawl ruined California. Let's not repeat that mistake here.	7/24/2024 7:32 AM
198	Forest/habitat for animals	7/24/2024 12:10 AM
199	Good jobs, all kinds of housing options that are attractive and safe, parks, agriculture and businesses to employ people so that we can manufacture top-notch goods in Oregon.	7/23/2024 9:20 PM
200	Denser development	7/23/2024 8:54 PM
201	Create access to good housing in good neighborhoods. Overall preserving existing neighborhood communities and enabling good communities for the future.	7/23/2024 8:30 PM
202	I want to preserve our region's phenomenally productive farm and forest land, which we have tragically failed to do in the face of exclusionary, detached single family home mandates, particularly though not exclusively in suburban areas.	7/23/2024 6:39 PM

203	Vacant land	7/23/2024 6:19 PM
204	Property rights and value	7/23/2024 3:19 PM
205	The historic human scale neighborhoods left from the old streetcar network, small city blocks, mixed use and multi family housing	7/23/2024 3:14 PM
206	Low traffic around Farm/Agriculture areas, due to animals, crops and machinery.	7/23/2024 2:12 PM
207	agricultural land and nature habitat	7/23/2024 12:06 PM
208	Farmland. We need LOCAL food sources.	7/23/2024 11:17 AM
209	Farmland and rural areas at risk of development	7/23/2024 2:36 AM
210	Environment especially our tree canopy	7/22/2024 3:06 PM
211	I want to see med-high density housing to be prioritized over single family lots	7/22/2024 6:07 AM
212	Natural beauty	7/21/2024 12:16 PM
213	Wildlife habitat	7/21/2024 10:35 AM
214	Green space	7/21/2024 9:49 AM
215	The area is losing residents. There's no reason to extend the growth boundary.	7/21/2024 9:00 AM
216	Urban growth boundaries	7/20/2024 9:12 PM
217	The forests and natural ecosystems	7/20/2024 8:57 PM
218	Our urban growth boundaries should be permanently locked in place. Any growth should occur in existing urbanized land; in other words, densify, densify, densify.	7/20/2024 7:38 PM
219	Public spaces	7/20/2024 10:41 AM
220	I want to continue to see communities that provide great access to natural areas, preferably within a short walk or bike ride for most residents. I think our parks are some of our most valuable resources and they contribute so much to the health of the community.	7/20/2024 9:28 AM
221	Park land and the proximity to natural spaces (farms, forests, etc).	7/20/2024 7:41 AM
222	As much uninhabited natural habitat as possible. Including undeveloped riverfronts and other areas adjacent to waterways. Bring back the wetlands of Portland.	7/20/2024 12:38 AM
223	Natural/green spaces.	7/19/2024 4:15 PM
224	The ability to escape the urban and suburban area in a short distance.	7/19/2024 2:06 PM
225	Washington Park, Forest Park, alongside all of our other parks in Portland.	7/19/2024 12:40 PM
226	Agricultural land should not be re-zoned without the owner paying the net back taxes instead of receiving a windfall.	7/18/2024 9:44 PM
227	Green spaces.	7/18/2024 12:03 PM
228	Farm & forest. No expansion to the UGB.	7/18/2024 10:20 AM
229	Tree canopy, green spaces, floodplains. Tree canopy is the most important.	7/18/2024 6:16 AM
230	Rivers and streams, watersheds, and walking paths that provide access for all	7/17/2024 11:12 PM
231	Green space , fields, undeveloped land!!	7/17/2024 6:04 PM
232	Wetlands, riparian areas, forest tracts	7/17/2024 2:18 PM
233	Our land	7/17/2024 2:00 PM
234	Portland's commitment to creating dense, efficient, and affordable housing where people want to live.	7/17/2024 9:20 AM
235	nature	7/17/2024 1:16 AM
236	Farmland when possible	7/16/2024 11:18 PM

237	Farm and forest areas	7/16/2024 8:46 PM
238	The core downtown businesses and restaurants as well as the neighborhood restaurants and small businesses	7/16/2024 8:44 PM
239	Protect farms, forest, rural areas, quality of life, and our smaller urban footprint	7/16/2024 8:26 PM
240	Green spaces	7/16/2024 6:51 PM
241	Trees and natural spaces	7/16/2024 6:26 PM
242	Natural areas of forest, marshes, and waterways that help absorb lower the intense heat of summer and absorb the extreme rain events we have been experiencing.	7/16/2024 5:52 PM
243	Open spaces, green space.... Just because people want to move here does not mean we need provide it	7/16/2024 12:20 PM
244	Housing Variety and natural resources.	7/16/2024 10:24 AM
245	Police presence/relationships with all community members to keep our city safe	7/16/2024 8:09 AM
246	Parks and Trails	7/16/2024 8:00 AM
247	Low cost homes	7/15/2024 10:34 PM
248	Portland isn't necessarily growing. The growth assumption relies on more in-migration than out-migration, not the case recently. Portland needs to contain and preserve METRO borders. Do not build on more farmland just because it is easy. Re-develop, re-purpose, re-use existing real estate...land and buildings.	7/15/2024 8:39 PM
249	As much forest and wetlands as possible.	7/15/2024 7:50 PM
250	Space for wildlife: safe places for birds, forested areas, wetland, river access, etc. I hate watching wildlife be killed or relocated because we don't leave them space in our communities to live.	7/15/2024 7:17 PM
251	Our small cities and metro to be dissolved	7/15/2024 6:47 PM
252	Portland is a city of neighborhoods - I want that amazing diversity and sense of wonder (one experiences) kept (not preserved - like jam) and CELEBRATED!	7/15/2024 6:41 PM
253	Open spaces, the integrity of old neighborhoods- historic ones in particular, balance of low income to market rate to high end market rate- in other words a balance that includes all demographics, easily walkable and access to shops, schools, work, safety, safe and beautiful public spaces	7/15/2024 5:54 PM
254	Housing affordability and a strong economy	7/15/2024 5:28 PM
255	Habitat and habitat connectivity... keeping the 30 by 30 vision in mind (conserving 30% of the land by 2030)	7/15/2024 5:22 PM
256	Affordable single family housing	7/15/2024 5:19 PM
257	Forest. More TREES!!	7/15/2024 5:12 PM
258	Save the old historic houses	7/15/2024 4:37 PM
259	Safe cities, funded schools, managed traffic flow	7/15/2024 4:03 PM
260	Open spaces, farmland, winery areas, forested areas	7/15/2024 3:31 PM
261	The small town feel of my City (Tigard). I want to preserve the LACK OF homeless camps taking over our streets, parks and public spaces. I want to preserve the conservative values of neighborhoods, family and community vs. ushering in progressive and liberal ideologies.	7/15/2024 3:25 PM
262	Existing oatks	7/15/2024 3:00 PM
263	Our community. I do not want to service homeless in the "greater" area.	7/15/2024 2:52 PM
264	Green space	7/15/2024 2:38 PM
265	balance and faster decision making for UGB expansion	7/15/2024 2:14 PM

266	Old building, architecture and history preserved...	7/15/2024 1:45 PM
267	Existing wild places, farm land and native areas	7/15/2024 1:41 PM
268	DON'T mix farm land with subdivisions…. It's hard enough to farm without traffic making moving equipment harder. And the commuters are so angry at them being on the road….	7/15/2024 1:35 PM
269	Access to parks, forests, trails and biking infrastructure.	7/15/2024 1:17 PM
270	Agricultural land and wilderness. Discourage sprawl and residential that requires automobiles as the primary or only source of access.	7/15/2024 1:12 PM
271	Clean up Portland before spreading outwards to further communities!	7/15/2024 1:11 PM
272	Access to nature, clear difference between urban and nonurban.	7/15/2024 12:58 PM
273	Farm land.	7/15/2024 12:47 PM
274	Forests and farms	7/15/2024 12:44 PM
275	Forests and nature areas to protect animals	7/15/2024 12:41 PM
276	The ability to get outside the city boundaries within a short amount of time. Keep the boundary where it is and preserve the surrounding farmland and wide open spaces.	7/15/2024 12:40 PM
277	Habitat connectivity and opportunities for people to connect to nature close to where they live.	7/15/2024 10:53 AM
278	Urban growth boundary (PLEASE PREVENT SPRAWL!), parks, natural areas, bike paths	7/15/2024 10:35 AM
279	Vibrant, dense urban neighbors, along with green spaces.	7/15/2024 9:56 AM
280	Green space in the form of parks inside the UGB.	7/15/2024 7:25 AM
281	Trees and parks	7/15/2024 6:59 AM
282	Parks, greenspace, forests.	7/15/2024 6:34 AM
283	Middle income housing. Don't expand the boundary for McMansions.	7/15/2024 6:07 AM
284	Vulnerable ecosystems and natural areas.	7/15/2024 12:26 AM
285	Nature, local communities, and parks.	7/14/2024 9:17 PM
286	I want to ensure existing small businesses and minority-run businesses are preserved. I want minority neighborhoods to be preserved and not gentrified or torn down. I want to preserve nature and existing waterways.	7/14/2024 9:11 PM
287	Land. Farm fields. Country. Acres	7/14/2024 7:33 PM
288	Our natural and agricultural land outside city boundaries.	7/14/2024 6:14 PM
289	Green spaces for all	7/14/2024 5:37 PM
290	Water and land	7/14/2024 5:29 PM
291	Community	7/14/2024 5:15 PM
292	Greenways along waterways and ridgelines. Nature parks at major high points. High value agricultural land in WashCo and ClackCo.	7/14/2024 3:55 PM
293	Rural communities and farming communities.	7/14/2024 3:35 PM
294	Less growth, more green space and trees	7/14/2024 3:25 PM
295	I would like to see greenspaces preserved. I want my children to continue to see wetlands and the plentiful creatures that live there. I'd like to see the beauty of our area maintained.	7/14/2024 2:16 PM
296	Green areas, envrionment protected, private forests protected and waterways protected.	7/14/2024 1:53 PM
297	Forests and farmlands.	7/14/2024 12:58 PM
298	Green space.	7/14/2024 12:44 PM
299	Farm lands and agriculture	7/14/2024 12:12 PM

300	I would like to see our growth boundary remain the same, as the region has plenty of land that already sits empty, or ripe for redevelopment.	7/14/2024 11:25 AM
301	Farmland, rural areas, trees I want to keep these small communities small.	7/14/2024 11:24 AM
302	Our small community size of sherwood	7/14/2024 11:19 AM
303	Sherwood as a smaller town.	7/14/2024 11:16 AM
304	Land	7/14/2024 10:48 AM
305	Agriculture and farm land	7/14/2024 10:28 AM
306	Small towns stay small towns. Water in the hills is already becoming scarce.	7/14/2024 10:25 AM
307	Green space, farming communities, small towns	7/14/2024 10:13 AM
308	Farmland, agriculture and green spaces	7/14/2024 10:03 AM
309	Farms.	7/14/2024 9:43 AM
310	Wetland, existing forest, prairie, agriculture.	7/14/2024 9:25 AM
311	Not allowing transients and pan handlers in our nice city. Less small cheap housing.	7/14/2024 8:43 AM
312	Safe and pleasant biking and walking in all neighborhoods. Opportunities for neighbors to be together outside.	7/14/2024 8:17 AM
313	Stop the sprawl. Look to Los Angeles to see the negative affects. There needs to be balance.	7/14/2024 8:06 AM
314	Increase density while preserving existing greenspace	7/14/2024 12:07 AM
315	Green space, forest lands, infrastructure in existing neighborhoods.	7/13/2024 10:53 AM
316	Diversity in architecture, close attention to public transportation development	7/12/2024 11:40 PM
317	I love that Portland has beautiful nature very close to the metro area limits. It's always heartbreaking to see nature torn down and continue urban sprawl. I saw this first hand in Tigard near Roy Rogers and scholls ferry. I also really like how the Portland area doesn't feel like it has crazy urban sprawl and that you can get through the city quickly. Other cities with large urban sprawl that come to mind are phoenix, Denver, and LA. I don't want Portland to be anything like those cities.	7/12/2024 8:13 PM
318	Access to natural areas.	7/12/2024 7:47 PM
319	Transit access, bike lanes, sidewalks, neighborhood density, mixed use zoning	7/12/2024 6:10 PM
320	farmland	7/12/2024 5:31 PM
321	As a working commuter from Sherwood to Portland - there is nothing of value to preserve.	7/12/2024 1:10 PM
322	Population density and shared public spaces	7/12/2024 12:14 PM
323	Preserve park spaces, natural ecosystems, walkability/access to public transport.	7/12/2024 7:47 AM
324	Access and proximity to nature, metro in places and Sherwood itself especially have done well at incorporating/mixing natural area into its development, this should not falter and maybe even should improve and expand some.	7/12/2024 7:15 AM
325	Green spaces and parks, nature trails / natural areas, low-height buildings.	7/12/2024 7:12 AM
326	Wildlife corridors and community spaces.	7/12/2024 12:22 AM
327	Nature! Please keep the city from expanding even more in unsustainable ways.	7/11/2024 11:52 PM
328	Nature. Expanding the urban growth boundary negates needed commitments to mitigate climate change and stop ecosystem destruction. Leave land untouched, humans are not the only creatures entitled to the Earth and this land in particular.	7/11/2024 10:31 PM
329	Our green spaces. The thing that makes this place desirable (and livable as the climate warms) is our older growth wild spaces. Single family homes are not needed as much as shared green spaces.	7/11/2024 6:57 PM
330	The trees, farmland, natural areas, and historic pre-WW2 elements of our built environment	7/11/2024 6:12 PM

	that remain.	
331	Farmland and natural areas.	7/11/2024 4:27 PM
332	The semi-rural aspect of life on the outskirts of the UGB.	7/11/2024 10:33 AM
333	Forests, rural areas, non developed land outside the urban boundary	7/10/2024 10:14 PM
334	Agriculture land	7/10/2024 9:51 PM
335	Single Family Housing with a yard	7/10/2024 8:30 PM
336	Abundant close natural areas. Stewardship of those areas.	7/10/2024 5:14 PM
337	Natural areas and green spaces. Valuable historic buildings and community buildings.	7/10/2024 12:08 PM
338	The beauty and tranquility of the countryside of west Sherwood needs to be preserved. We don’t need any more subdivisions nor apartments out here.	7/9/2024 9:48 PM
339	The ability of local governments to be able to make decisions in their own cities best interest. Free of regional and state government interference. There are plenty of general guidelines in place.	7/9/2024 3:43 PM
340	individual livability, nature, neighborhoods, small businesses, small scale schools and other public facilities, good jobs, happy people and families,	7/9/2024 3:15 PM

Q2 What changes would you like to see as greater Portland continues to grow?

Answered: 340 Skipped: 25

#	RESPONSES	DATE
1	Infrastructure to support the insane influx of people. Traffic is horrific, the building is out of control, and people who have lived here longer than 20 years cannot afford to live here any longer. PDX is no longer amenable to folks, do something about the homeless issue and put checks in place on overdevelopment without infrastructure development.	8/23/2024 10:06 AM
2	More affordable housing	8/22/2024 9:51 PM
3	Less attention to Metro and more attention to individuals	8/22/2024 9:44 PM
4	I'd like to see more affordable housing options integrated into all neighborhoods, better access to public transportation, and the creation of inclusive community spaces that reflect and support the diversity of the Portland metro area.	8/22/2024 9:42 PM
5	Lower density housing w/larger lots	8/22/2024 9:38 PM
6	Growth for the people, not for the developers	8/22/2024 7:24 PM
7	More awareness and protection of our green spaces. The way to do this is NOT by these large swaths of land covered by cookie cutter housing with no yards or trees. So much of our agricultural land has already been covered with these. It needs to stop!	8/22/2024 6:57 PM
8	Less new houses and empty business buildings	8/22/2024 6:51 PM
9	Greater density, more mass transit	8/22/2024 6:46 PM
10	Road improvements	8/22/2024 6:44 PM
11	Stop the sprawl. Start building up not out. Use the land and vacant buildings already in existence! Less property taxes!!!	8/22/2024 6:29 PM
12	Less industrial. Warehouses continue to be built even though there is a plethora of empty warehouse space. The existing warehouse space should be utilized prior to any further construction, or permits for that matter, proceed.	8/22/2024 6:28 PM
13	Allow our region to be nimbler in addressing current and future housing and employment needs.	8/22/2024 6:06 PM
14	Revitalize urban areas that are abandoned and deteriorating areas.	8/22/2024 4:57 PM
15	Family Housing next to and adjoining parks and wetland areas.	8/22/2024 4:38 PM
16	Greater consideration of door to door transportation needs.	8/22/2024 1:13 PM
17	Implementation of plans to handle increased traffic that comes with development.	8/22/2024 11:42 AM
18	More infill housing in high opportunity areas so that Portlanders aren't priced out to the edges of the city. More investment in public and active transit infrastructure.	8/22/2024 11:39 AM
19	Not burdening the existing property owners with the infrastructure improvements and additional schools needed for those that don't even live here (yet).	8/22/2024 10:11 AM
20	Greater density and infill, especially such that it creates mixed-income buildings and communities	8/22/2024 10:08 AM
21	I would like to see underutilized or unused land and buildings be repurposed vs. continued sprawl into the countryside.	8/22/2024 2:52 AM
22	Smart density that positively impacts social predictors of health and safety	8/21/2024 11:09 PM
23	There should be better thought out investment in our transportation network. Prioritize auto traffic with high capacity, attractiveness, and generous amounts of off street bike routes. Pay	8/21/2024 10:52 PM

	attention to existing traffic patterns and work to make them more efficient.	
24	More density, more abundant infill housing, investment in transit so areas like Sherwood are reachable from areas like Gresham.	8/21/2024 10:47 PM
25	Homelessness and crime crack down	8/21/2024 9:32 PM
26	I would like to see a ton more infill. there are a lot of brownfield opportunities and a lot of neighborhoods that could thicken-up and benefit the existing residents as well as new ones	8/21/2024 8:16 PM
27	I would like to see policies enacted that are mindful, of and protect, the environment.	8/21/2024 6:06 PM
28	More recognition of climate changes needs in planning. We need local resources for food.	8/21/2024 5:50 PM
29	Higher density within the UGB to limit the cities impact on the environment and increase the city’s tax revenue per acre.	8/21/2024 4:55 PM
30	More affordable housing.	8/21/2024 4:22 PM
31	I would prefer growth happen through infill and greater density than the sprawling developments currently threatening our ag ground and green spaces.	8/21/2024 3:40 PM
32	More focus on reducing traffic that is not just adding public transit or tolls. With so much high-density development going in, it's becoming worse and worse everyday. Figure out and invest in roadways that make sense instead of just assuming people will take public transit. Or actually make our light rail more useable/high-speed...it takes 45 min to go from Beaverton transit center to PGE park. If we actually had express rail, I think more professionals and commuters would consider railway.	8/21/2024 2:58 PM
33	Increased density, transit, walking and biking infrastructure. "Baseline analysis conducted for this Urban Growth Report reveals that there is likely room to accommodate most, if not all, of the region’s existing and future housing needs inside the existing UGB for the next 20 years. "	8/21/2024 2:35 PM
34	Transportation options that efficiently use current and practical evolving modes of transportation. As an example, I do not want to see another bridge project (such as the Tillicum Crossing) that, through social engineering, only provides for a very small percentage of the population.	8/21/2024 10:54 AM
35	Road and traffic improvements.	8/21/2024 8:33 AM
36	Less government	8/21/2024 7:10 AM
37	Roads that are designed to alleviate congestion. Sherwood is small town but I sit in traffic a lot. There should be a traffic light at Chapman Rd and Hwy 99.	8/20/2024 11:35 PM
38	Redeveloping existing underutilized urban areas.	8/20/2024 7:43 PM
39	More safety. Traffic ease. High paying jobs so people here don't need to travel so far to work.	8/20/2024 6:24 PM
40	I would like to see revitalization of already developed areas.	8/20/2024 6:21 PM
41	I would like to see more critical thought in regards to expanding the UGB.	8/20/2024 6:19 PM
42	Less industrial near neighborhoods	8/20/2024 5:00 PM
43	better use of land already within the existing urban growth areas	8/20/2024 4:55 PM
44	Traffic congestion considered more intensly when developing neighborhoods	8/20/2024 4:53 PM
45	Urban growth expansion	8/20/2024 4:49 PM
46	thoughtful expansion rather than what is happening in Sherwood. The Sherwood proposal is way too large for a city of this size and encroaches on native habitats and pristine farmlands.	8/20/2024 4:48 PM
47	Is it truly growing or are we just following the money?	8/20/2024 4:25 PM
48	Smaller pockets of houses instead of mass acres of land covered with housing	8/20/2024 4:20 PM
49	Restoration of life in Portland's downtown core, the heart of greater Portland.	8/20/2024 4:18 PM
50	Again, more public comment, too many developers s d city councils looking for a tax base are driving decisions related to the UBB	8/20/2024 4:10 PM

51	Encourage and support business placement in downtown Portland area in order to utilize already existing business areas. Preserve rural areas and Oregon farming families.	8/20/2024 4:03 PM
52	Keep industrial in industrial areas and residential in residential areas, and do not invade the agricultural reserves	8/20/2024 3:52 PM
53	adequate roads, more dense housing, affordable housing	8/20/2024 3:52 PM
54	More infill and creative uses of office buildings and abandoned warehouses	8/20/2024 3:46 PM
55	Increased public transportation	8/20/2024 3:46 PM
56	housing to be more affordable, transportation system that works	8/20/2024 3:31 PM
57	Better review, consideration and preservation of agricultural land in the metro area for growth. The building and growth has not kept pace with our current resources, infrastructure and good land use management and planning.	8/20/2024 2:53 PM
58	Dedicated transportation corridors to expedite commerce, e.g., Tualatin Sherwood Rd. should have limited intersections and bypass Tualatin	8/20/2024 2:01 PM
59	focus on preservation of agricultural lands	8/20/2024 1:47 PM
60	Affordable housing, green spaces	8/20/2024 10:54 AM
61	Better planning (including securing funding and complete transparency about costs to the tax payers) for traffic changes BEFORE developments are allowed	8/20/2024 9:44 AM
62	Better investments in rail passenger transit and a long-term regional passenger rail plan so that new developments can include TOD. The region's investment in passenger rail has stalled.	8/19/2024 6:09 PM
63	Better infrastructure and condensed housing within already developed community areas	8/19/2024 12:45 PM
64	Increased urbanization, density, and density within non-Portland downtowns especially.	8/19/2024 12:05 PM
65	More dense housing, less car-centric developments	8/18/2024 11:22 PM
66	Denser housing and more public transit	8/18/2024 10:17 PM
67	Build up, not out. Nobody is asking for Sherwood West. It’s unnecessary sprawl that will compound the existing transportation issues of the Southwest Corridor.	8/18/2024 9:24 PM
68	Increase density within 1 mile around our frequent bus services and super dense high rises adjacent to our MAX stops. We need to build more inside the UGB.	8/18/2024 8:37 PM
69	Greater density of housing and amenities	8/18/2024 8:30 PM
70	Slow down the growth, get the traffic under control. From Sherwood it used to take me 50 minutes to the airport, now almost 2 hours. They need to fix the roads before adding more houses	8/18/2024 7:01 PM
71	Greater density and better transit connections through the Portland metro area. Interesting walkable neighborhoods that develop culture and community.	8/18/2024 5:10 PM
72	Densification of the city and its surrounded suburbs. If we want to retain the livability of the region by getting people to use alternate forms of transportation we need to continue to enforce the UGB	8/18/2024 3:42 PM
73	Better highways and main roads	8/18/2024 3:25 PM
74	Less urban sprawl, more density	8/18/2024 2:37 PM
75	More infill housing, fewer cars, more trains, buses, and protected bike lanes with bollards.	8/18/2024 2:25 PM
76	Better high capacity transit, density, less spawl. Municipalities should backfill, densify, and remove parking lots before being granted more land to sprawl out.	8/18/2024 2:25 PM
77	More density along transit corridors	8/18/2024 1:35 PM
78	Improved public transportation. Use existing land already inside UGB.	8/18/2024 1:21 PM
79	Stop trying to make everything part of Portland. Individual communities have their OWN rich history and connections. We are not just Portland's little subsets to absorb and use as needed	8/18/2024 1:20 PM

	by metro.	
80	Denser, smart land use of the existing UGB.	8/18/2024 1:11 PM
81	More density and better transit	8/18/2024 12:49 PM
82	Road expansion first!	8/18/2024 12:29 PM
83	Reducing the massive barriers to infill housing, and an end to frequent UGB expansions for suburban housing.	8/18/2024 11:49 AM
84	Infill, improved land-use, and no further sprawl.	8/18/2024 11:27 AM
85	The existing empty structures being utilized.	8/18/2024 10:00 AM
86	Protect farm land, while also providing more reasonably priced homes. And the infrastructure to support the housing.	8/18/2024 9:40 AM
87	Stop the dense housing if so called affordable housing that is NOT affordable!	8/18/2024 7:48 AM
88	Is Portland really growing?	8/18/2024 7:19 AM
89	Less focus on high density housing and Multifamily apartment living. Focus on using what is not used properly at this time within the boundaries just growth potential and forecasting/opportunity does not require tax payers to accommodate without due diligence to preserve and repurpose the existing land and structures available.	8/18/2024 7:08 AM
90	Fewer large subdivisions with houses stacked on top of each other. Proper roads and sidewalks paid for by developers	8/18/2024 6:28 AM
91	Well thought out and sustainable plans, ways to arrange cities to minimize traffic rather than continuing to expand roads.	8/18/2024 1:08 AM
92	More public transportation	8/17/2024 8:46 PM
93	New housing should be built on a variety of lot sizes rather than only very small lots	8/17/2024 2:48 PM
94	The greatest need that we have in Sherwood, is affordable housing for young families and seniors. We need to get creative in what we build in Sherwood. We do not have the infrastructure to support dense housing except right next to 99. And even then we don't have any transportation hubs. People move to Sherwood to feel like they're in the country a bit.	8/17/2024 9:10 AM
95	Preserve our important farmland and forest- less massive homes, more urban density and the public transport to support it.	8/17/2024 8:27 AM
96	Keeping our small cities small and rural.	8/17/2024 8:02 AM
97	Focus on density, not expansion out. And a priority on affordable housing, not larger single family homes.	8/17/2024 5:18 AM
98	Roads and traffic control	8/16/2024 11:03 PM
99	More space for more single family homes. Prices will go down and more people can live in our beautiful state. Also bigger roads and more infrastructure	8/16/2024 9:55 PM
100	Improve infrastructure such as roads bridges	8/16/2024 9:31 PM
101	I am against adding housing in areas that are already congested. I am also opposed to adding housing in areas currently designated as farmland	8/16/2024 4:23 PM
102	The elimination of urban sprawl and the protection of our natural resource environments	8/16/2024 4:23 PM
103	Portland is not growing. More people have moved out of Portland and Oregon than have moved in over the last couple years.	8/16/2024 11:44 AM
104	keep high density housing near Portland/metro cities downtown areas, better public transportation, less traffic	8/16/2024 7:35 AM
105	Adequate infrastructure planning to accommodate for necessary growth. More willingness from local jurisdictions to work with investors and developers to master-plan communities that allow for greater (& smarter) population growth.	8/15/2024 1:41 PM
106	Improved infrastructure needs to be established before any expansion in development needs to	8/15/2024 12:15 PM

	take place.	
107	Push Eastward and now Westward	8/14/2024 1:08 PM
108	Urban grown boundaries reduced to a lower rate, use land more efficiently for housing and roads.	8/14/2024 7:01 AM
109	There are plenty of homes and industrial properties without adding more homes and spreading more	8/14/2024 6:25 AM
110	Increased lanes on throughways and highways.	8/14/2024 5:31 AM
111	I would like to see further vertical growth in the current urban boundary as the infrastructure for the surrounding area isn't meant to support the proposed growth.	8/13/2024 10:06 PM
112	More forests, trees planted and LESS ticky tack multifamily housing put in.	8/13/2024 8:58 PM
113	Better handling of traffic congestion and improved caretaking of our nature and our green spaces.	8/13/2024 7:54 PM
114	less traffic	8/13/2024 4:45 PM
115	Use preexisting empty buildings vs clearing areas for new construction	8/13/2024 4:06 PM
116	Slowing down the expansion of large commercial facilities, industrial parks etc., that sit vacant for so long.	8/13/2024 3:46 PM
117	address congestion	8/13/2024 3:29 PM
118	Defund Metro	8/13/2024 1:58 PM
119	Maintain existing roads, less traffic, use abandoned buildings, industrial and commercial to be converted into housing instead of taking away more land.	8/13/2024 12:55 PM
120	Think about what your taking away from the community as you think your just building a community and the reasons people wanted to move to sherwokd to begin with isn't what sherwood is anymore. We used to be a rural close knit community filled with farms and hard working farm families. Those are less and less every year and it's just becoming another suburban area filled with homes and shopping. We've lost what sherwood is all about.	8/12/2024 6:13 PM
121	A road system developed to meetnot automobile traffic demands and less compromised for biking.	8/12/2024 5:29 PM
122	more mixed use developments so that people can enjoy amenities like shopping and restaurants right outside their front door	8/12/2024 4:56 PM
123	A new Max line along Sunset Hwy west from transit center to Banks	8/12/2024 4:44 PM
124	Less people less traffic, tougher on crime.	8/12/2024 10:01 AM
125	I want to see less growth, less homeless, and more crack down on crime. This would help clean up Portland and get it back to its natural beauty!	8/12/2024 7:23 AM
126	Encourage bike and walkable neighborhoods. Lessen car use. Density not sprawl. I think Orenco is a good model with green neighborhood spaces. Porches that face on another. Cars behind the houses to promote community.	8/11/2024 10:45 PM
127	THOUGHTFUL development with appropriate infrastructure… no more low cost developments of poor quality buildings that still fail to provide truly affordable housing. Build to meet the population's demands, not to put money in the pockets of developers	8/11/2024 8:32 PM
128	LESS HOMELESS, LESS CRIME, just non of that. Ya no mas indigentes peligrosos, ni crímenes. Menos fourplex. Mas edificios de 10 pisos con ZONA VERDE Y ÁRBOLES.	8/11/2024 2:32 PM
129	Less density. Better traffic planning. Major arteries in Sherwood now are overloaded with cars	8/11/2024 10:27 AM
130	As a lifelong Oregonian, I have generally been in favor of land use planning. I believe, however, at times the process has been too restrictive. For example, the report acknowledges that there is a lack of appropriate industrial land, even though the available land is within projected needs. Leaning towards the high side of projections could also more than offset demand, thereby helping with affordability.	8/11/2024 8:18 AM

131	More housing and more land available for more single family housing.	8/10/2024 11:46 AM
132	More green and open spaces	8/10/2024 10:36 AM
133	More open space and preservation of agricultural and forest land.	8/10/2024 9:58 AM
134	Sensible development	8/10/2024 7:37 AM
135	More safe parks and recreation opportunities. Affordable housing to OWN, not rent.	8/9/2024 11:15 PM
136	Less density	8/9/2024 6:07 PM
137	Allow more parking	8/9/2024 5:50 PM
138	Much has been said about the need for more housing such as multiple dwelling units where high density can be capitalized. There needs to be a balance between more housing, preservation of existing rural land uses and lifestyles. The question is how much more housing is actually needed with its impact on roads, public service infrastructure such utilities, water, sewage, etc coupled with the total financial resources that will be passed on to the taxpayers.	8/9/2024 11:13 AM
139	Less density in housing development.	8/9/2024 9:51 AM
140	Stop expanding and use what you already have. This includes proper planning so we are not stuck with traffic in 5-10 years, farmland reserves.	8/9/2024 9:32 AM
141	More high density, affordable living spaces with the existing urban growth boundary.	8/9/2024 6:58 AM
142	Less people moving here	8/8/2024 9:04 PM
143	Keeping nature	8/8/2024 8:18 PM
144	Greater Portland should not grow until Portland is cleaned up and managed properly.	8/8/2024 7:45 PM
145	Fill in. Focus on Multifamily. You'll have more than you need as BBs downsize or die.	8/8/2024 7:45 PM
146	To start and continue rejuvenating the downtown or existing empty buildings	8/8/2024 7:28 PM
147	Less new housing	8/8/2024 7:19 PM
148	More density, less sprawl	8/8/2024 7:05 PM
149	Stop spreading into agricultural/forested lands	8/8/2024 6:28 PM
150	Keep land as is no more commercial growth	8/8/2024 6:24 PM
151	More freedom with offers by the constitution. More police, fewer taxes and voting in person with a government photo document.	8/8/2024 5:38 PM
152	improve the roads before development occurs	8/8/2024 3:43 PM
153	I would like to see people buy homes and not hedge funds. We don’t need more new construction homes, we need to promote homeownership and upkeep in already established communities	8/8/2024 1:58 PM
154	Transportation connectivity prioritized to help mitigate congestion on arterial roadways.	8/8/2024 1:04 PM
155	less homeless camping on public and private land.	8/8/2024 12:02 PM
156	Better roads	8/8/2024 11:42 AM
157	Better road conditions, and not much more than that. Sick of the high rise homes, and the SAME stores/eateries in every strip mall. But that is our of your control.	8/8/2024 11:42 AM
158	We need to make it legal to thicken up our existing neighborhoods in an incremental and productive way rather than bankrupting our communities on unsustainable growth patterns that we can't maintain.	8/8/2024 11:25 AM
159	Repurpose buildings in Portland & other areas	8/8/2024 11:04 AM
160	Not to add more land around Sherwood	8/8/2024 10:47 AM
161	Stop adding more homes to cities where the traffic is already a nightmare, like Wilsonville	8/8/2024 10:12 AM
162	Expand freeway lanes	8/8/2024 9:54 AM

163	More consideration to how the growth effects our rural communities and small family farms that feed our community	8/8/2024 9:42 AM
164	Really thinking through the big picture. Not pressured by builders for $$. Infrastructure, road improvements for capacity, sidewalks, parks, natural areas. Not all filled in	8/8/2024 9:37 AM
165	Fix Portland and all their issues by helping rebuild and develop more businesses. Sherwood doesn't need Metro because we have grown more than what is acceptable and Metro needs to stay out of our part of the world.	8/8/2024 8:49 AM
166	That's some video officials. Don't make it all about getting more tax money and leave some of the spaces as they are.	8/8/2024 7:14 AM
167	Maintaining Oregon's natural beauty by NOT having tons of concrete and strip malls.	8/7/2024 11:21 PM
168	Increase urban density. Build/create more housing connected to transportation.	8/7/2024 8:39 PM
169	greater use of land currently available within UGB (example infill current space vs expansion)	8/7/2024 8:21 PM
170	less traffic, preservation of UGB, improvement of downtown portland the way it was before 2020	8/7/2024 7:57 PM
171	More leadership by people of color, in elected and also executive leadership at Metro	8/7/2024 4:34 PM
172	More efficient use of land close to job centers. I'm surprised there is still farmland inside of I-205. Also, I would like to see a bridge over the Willamette between Oregon City and Wilsonville, and a bridge over the Columbia east of I 205. Nice job with the new recreation area Chahalem Ridge.	8/3/2024 8:26 PM
173	Less homeless, legalized prostitution, bike lanes everywhere	8/3/2024 3:14 PM
174	Cited above...more housing within UGB; build up/onto current buildings, golf courses, unused land, homes, convert hotels/motels, revitalize areas inside the city, promote ADUs, offer incentives etc.	8/3/2024 12:50 PM
175	Better transportation system, specifically an I-5 to OR 99W connector between Wilsonville (or just north of), and to the south of Sherwood. Preferably an expressway.	8/2/2024 11:42 PM
176	Less car-dependent development. More new gas stations and charging stations. More small neighborhood markets. Building that is not just residential homes. The more new homes, the more new amenities needed to go with them. Otherwise it creates traffic and time bottlenecks.	8/2/2024 3:13 PM
177	A west side highway should be built, mirroring 205. Too much traffic burden is put on 217 and roads like Roy Rogers	8/2/2024 12:30 PM
178	I would like to see the ability for more PUD subdivisions, a break up of housing within a subdivision. Rather than throwing all townhomes in an area it would be nice to allow for open space, different product types, and community areas.	8/1/2024 12:31 PM
179	Use of more brownfields and infill. Replace single story multi family homes with multi story homes	7/31/2024 11:31 AM
180	Bigger tax lots. No one wants to live in a match box. I would pay MUCH higher purchase prices to have a quality property.	7/31/2024 8:37 AM
181	"Middle housing", which allows more housing within defined spaces in the city as well as in the suburban areas. Include some green areas for multiple unit buildings, e.g. courtyards.	7/30/2024 7:44 PM
182	more preservation of nature and fish and wildlife habitat	7/30/2024 2:53 PM
183	Really plan for future growth. Especially guaranteeing there is adequate infrastructure to support the past, currnet, and future growth.	7/30/2024 8:55 AM
184	Improved street designs clearing the hazards of parked cars and narrow lanes.	7/30/2024 8:22 AM
185	Less focus on density. More focus on asthetics/attractive neighborhoods	7/30/2024 7:14 AM
186	More parking in commercial areas and in new buildings. Accessible commercial and residential spaces for people with mobility issues. Reduced developer, landlord and realtor greed - so housing costs can become affordable.	7/29/2024 11:37 PM
187	Actividades familiares,viviendas para personas mayores de 55 y retirados.	7/29/2024 7:21 PM

188	More housing in old industrial areas like Portland's Central Eastside. Preserving old homes and green space. Increased density in suburban areas as well as in the city instead of development on farmland and forests.	7/29/2024 11:48 AM
189	Build Up not Out!	7/29/2024 9:35 AM
190	Investment in infrastructure like roads, bikeways, transit. There needs to be a plan to move the people around the area. How do people get from Sherwood to downtown without adding to gridlock? I would also like to see fewer corporations owning properties and renting, than affordable properties for entry level home buyers.	7/29/2024 7:48 AM
191	no sprawl more density and walkabity. abolish highways, improve public transport	7/28/2024 12:50 PM
192	More walkable/bikable neighborhoods. Less new suburban sprawl.	7/28/2024 8:34 AM
193	Denser housing options, infill development, and transit-oriented housing.	7/28/2024 8:26 AM
194	Vertical growth. More condos in dense areas. And add one or two new dense city center type location. Maybe one east and one west.	7/25/2024 7:17 PM
195	Less crime, better transportation systems, fewer homeless	7/24/2024 5:33 PM
196	See above	7/24/2024 3:55 PM
197	Additional expansion of the UGB to keep overall costs low for development while providing opportunities to access public transit and provide workforce housing for major employers and employment hubs.	7/24/2024 11:56 AM
198	Make it easier for developers to build dense mixed use in areas already within the UGB. If that means tax incentives for five story condos, or repealing parking minimums for new builds, or making the bureaucratic cost of applying for redevelopment/remodeling of office/commercial into residential, do it!	7/24/2024 7:32 AM
199	More space for affordable housing	7/24/2024 12:10 AM
200	Easing traffic quagmires and building more sustainably. Safer communities. Walking paths and farmer's markets. Manufacturing jobs and training programs for future employees.	7/23/2024 9:20 PM
201	Denser Development	7/23/2024 8:54 PM
202	Allowing more single family and multi family housing that creates quality neighborhoods and communities.	7/23/2024 8:30 PM
203	Increase density, like A LOT. The best things about cities are only really possible when adequate desnities are achieved. Even issues such as public safety can be addressed by having more people around. Portland is nowhere near the density levels needed to support the kind of sustainable urban form that most of us actually desire. Walkable neighborhoods require lots of people walking to places like grocery stores to support them. Transit only makes sense for occasional users (e.g., those of us that work from home) if service is frequent enough and reliable enough that we don't have to spend a lot of time figuring out when the next bus will arrive. Those things require density.	7/23/2024 6:39 PM
204	Redevelop and repurpose current real estate	7/23/2024 6:19 PM
205	Enforcement of current immigration laws, support for property rights of current landowners and value esp for senior citizens	7/23/2024 3:19 PM
206	A major reduction in single family housing and expansion of car dependent suburbs, a focus on walkable neighborhoods with character and dense multi unit housing projects, transit and bike oriented design, infill of the vacant parking lots across east portland	7/23/2024 3:14 PM
207	For development kept closer to city centers and leave space for areas of land and farms in tact.	7/23/2024 2:12 PM
208	higher density in current Urban areas	7/23/2024 12:06 PM
209	No expansion permitted unless accompanied by concurrent expansion of public transportation.	7/23/2024 11:17 AM
210	Increased density, better transit	7/23/2024 2:36 AM
211	That the city and state government follow environmental code and NROd as significant as	7/22/2024 3:06 PM

	addressing affordable housing. I would like the state to start doing conservation efforts to prevent forest fires before they adding more infill, especially in rural areas	
212	More passenger rail & LRT	7/22/2024 6:07 AM
213	Protection of natural and farm land	7/21/2024 12:16 PM
214	More dense affordable housing with public transportation, work space with shopping hubs	7/21/2024 10:35 AM
215	Access to rapid transit in all corners of the metro. Buses are not rapid transit unless they are given priority and actually go faster than traffic.	7/21/2024 9:49 AM
216	The area is losing residents. There's no reason to extend the growth boundary.	7/21/2024 9:00 AM
217	More density	7/20/2024 9:12 PM
218	Less ugliness and more nature	7/20/2024 8:57 PM
219	Better public transit. We must expand the MAX into the SW metro on a common-sense alignment, not the poorly planned alignment that was proposed before. We must expand streetcar service all over Portland proper. Examples for the streetcar would be down into Lake Oswego, down Sandy Blvd., north up MLK Blvd. to Lombard St., from the MAX west down Lombard all the way to St Johns, down 82nd Ave., down 122nd Ave, and much more. Other corridors need bus rapid transit. Incentivize density of housing along all transit corridors and even deep into underserved neighborhoods. We have a terrible housing shortage and density is needed.	7/20/2024 7:38 PM
220	Not fall into the "cookie cutter" trap. Make sure public transit keeps up with growth AND make sure cars aren't excluded. Parking is needed. Mass transit doesn't work for all.	7/20/2024 10:41 AM
221	I would like to see a stronger move towards mixed-use, walkable, transit-oriented communities. I think the suburbs are really lacking in this regard due to historical planning trends, but we are seeing some changes in the right direction. I think we should embrace "Vision Zero" planning, with separated bike paths, human-scaled streets, and traffic calming measures. I would love it if my kids could walk to school someday. I would love to see every neighborhood have a grocery store within a short, safe bike ride. I would love to see more starter homes that are affordable, such as townhomes and row houses, close to amenities. Bonus points if some townhome plans have a bedroom/kitchen on the first floor for aging family members.	7/20/2024 9:28 AM
222	More dense neighborhoods with increased public transit options.	7/20/2024 7:41 AM
223	Bring back the wetlands of Portland! Wetland parks everywhere! MORE DENSITY, LESS DESTRUCTION. Build townhomes! Build small apartment blocks! Build corner stores and apartments above retail!	7/20/2024 12:38 AM
224	Before we look at expanding into the urban reserve, I'd like to see local government take better care of existing areas where there are economic and racial disparities. If we can't even properly manage what we have, why add more?	7/19/2024 4:15 PM
225	We don't need to make new developments car dependent. Build new developments with biking walking and transit first	7/19/2024 2:12 PM
226	More walkable and bikable development. Encourage density and preserve the rural landscape within a short distance to Portland. Re-ruralizing landscapes is almost completely impractical, we should preserve what we have while making our cities more livable.	7/19/2024 2:06 PM
227	More development and land use planning towards dense housing centered around walkable neighborhoods and transit oriented travel. We should not be building the most inefficient form of housing that is continuously built (single family homes) in areas where a car is necessary to survive. Walkable, dense neighborhoods is vital towards creating a more sustainable future.	7/19/2024 12:40 PM
228	More enforcement of developers not following the law, including seizing property through eminent domain if they fail or refuse to produce enough affordable housing units.	7/18/2024 9:44 PM
229	More public transportation.	7/18/2024 12:03 PM
230	We have plenty of land available for development. Until literally the entire metro is covered with 3-story buildings, there should be no UGB expansions. Along these lines, we need to continue improving public transit focusing primarily on what will attract more ridership.	7/18/2024 10:20 AM
231	More emphasis on public transit for those in the outlying areas. Trimet is not keeping up with	7/18/2024 6:16 AM

	the growth, and some of the outlying areas not accessed by a Max line have more difficulties in getting where we need to go.	
232	Greater distribution of high rise residential apartment buildings outside of the downtown core area, especially in Southwest. A MAX line spur from the current Washington Park station heading south, with stops for Council Crest, Hillsdale/Wells HS, Burlingame, Multnomah Village, Capitol HWY at 99W, Jackson MS, PCC Sylvania, Gabriel Park, Six Corners/Raleigh Hills,	7/17/2024 11:12 PM
233	STOP 🛑 Oregon infrastructure is the WORST I have seen. Traffic in rural areas will become disastrous with population growth!	7/17/2024 6:04 PM
234	Less roads and parking lots, more transit and fewer vehicle Miles traveled, more middle housing and mid-rise buildings. Daylighting buried streams, better fish and other animal friendly crossings. No data centers. No single story commercial and industrial buildings.	7/17/2024 2:18 PM
235	Stop building over our greenland. Land conservation.	7/17/2024 2:00 PM
236	More mixed used areas with less signle family housing.	7/17/2024 9:20 AM
237	build up and not out, and reduce parking footprint	7/17/2024 1:16 AM
238	More housing options, density, a mixture of all housing types — not just single family homes.	7/16/2024 11:18 PM
239	Stop growing out and think of growing up! Cities should be dense and walkable. Growth does not mean just go out. Look at European cities as an example. They have been around some for thousands of years without continuing to just expand out. Utilize the space they currently occupy.	7/16/2024 8:46 PM
240	A little more room for smart growth neighborhoods with row homes, townhomes, and small lot homes. The neighborhood should mainly be served by a park and neighborhood retail, grocery, and restaurants. Walkable is very important	7/16/2024 8:44 PM
241	More density; increased infill; redevelopment of underutilized land; demolition of older buildings to make way for newer, larger, and denser buildings; improved transit to serve the increasing population and density	7/16/2024 8:26 PM
242	Higher density housing options, more walkable neighborhoods, better sidewalks	7/16/2024 6:51 PM
243	Stop high density development that takes out all trees and natural area. Plan for roads, our roads already can’t support the population we have. Metro to have parks that allow dogs and not horses.	7/16/2024 6:26 PM
244	More density and mixed uses in every city core to create its own unique identity whole creating more walkability. This would also contribute to the ease of cycling and the viability of public transit projects, even in smaller cities. Mixed use, dense city cores would also create a tax surplus for local governments and metro to use for maintaining or expanding services.	7/16/2024 5:52 PM
245	Less high density housing that makes traffic worse since know one focuses on the impacts it causes on roads	7/16/2024 12:20 PM
246	More complete street systems. Transit expansions.	7/16/2024 10:24 AM
247	I would like to see greater opportunities for affordable housing and proximate employment for residents. I would like Portland to be a place my children would be able to live in.	7/16/2024 9:04 AM
248	Improved/increased access to mental health and in/outpatient A&D drug treatment	7/16/2024 8:09 AM
249	Better transportation options. Not only mass transit but more bridges to reduce congestion. People dont want to go into some areas like Portland and Vancouver just due to the traffic.	7/16/2024 8:00 AM
250	Greater density. More ADUs in existing neighborhoods	7/15/2024 10:34 PM
251	Stimulate (incentivize) redevelopment within existing boundaries. Of course it is easier to build new on bare, flat farmland... don't do it.	7/15/2024 8:39 PM
252	Better street cycling conditions	7/15/2024 7:50 PM
253	I would like to see entire neighborhoods built that include everything the increase in population needs: more stores, expansion of roadways to deal with traffic, more schools so that the	7/15/2024 7:17 PM

	schools that are there don't just increase class sizes, parks for families to enjoy so there isn't more crowding of the parks that exist, etc.	
254	Stopping the theft of our farm land for junk houses and o er crouding	7/15/2024 6:47 PM
255	A solution for all the empty commercial space, particularly close in, that is discouraging to the random flanneur as well as the residents. I would like the SW light rail to HAPPEN because I lived in SW (out near Tigard) and the traffic is beyond horrific - made me move back to NE Portland Yikes - it's literally untenable. And I don't want downtown to pay the price (becoming a donut hole).	7/15/2024 6:41 PM
256	Better mix of housing, better accessibility to transportation services and more. Better mass transit to suburbs and outer areas. Better job of keeping neighborhood integrity, better public safety	7/15/2024 5:54 PM
257	More land appropriately developed for a mix of single family and higher density housing. More single family is needed to help on the affordability goal.	7/15/2024 5:28 PM
258	I'm hoping for a change in mindset. or maybe more education... many people who value quality habitat and green spaces also don't like dense housing and don't see the connection. Many people want to live on acreage and in the Wildland Urban Interface, but it is damaging to wildlife	7/15/2024 5:22 PM
259	More affordable single family housing and safe, affordable public transit.	7/15/2024 5:19 PM
260	Please focus on walkability and public transit. Protected bike lanes, please! Get rid of parking lot requirements and allow mixed use zoning.	7/15/2024 5:17 PM
261	More parks, public transportation, less traffic	7/15/2024 5:12 PM
262	No growth	7/15/2024 4:37 PM
263	Increase in infrastructure - the growth continues but arterial roads are not developed/improved to support the traffic. Homes continue to be built in SW Beaverton, but nothing has been done to increase the traffic flow/capacity on Scholls Ferry - the primary freeway access point.	7/15/2024 4:03 PM
264	keeping urban sprawl under control	7/15/2024 3:31 PM
265	I'd like us to change BACK to when kids didn't have to be afraid in the streets and drugs/criminals didn't run amok in our City.	7/15/2024 3:25 PM
266	More single family homes	7/15/2024 3:00 PM
267	Safe communities -making them a priority.	7/15/2024 2:52 PM
268	A network of bike trail and larger freeways	7/15/2024 2:38 PM
269	its obvious we need more housing and job creation to support us. Metro takes too long to evaluate these expansion decisions, so we pass up opportunities.	7/15/2024 2:14 PM
270	Houses that are small for first time home buyers... not huge 4 bedroom homes with high end amenities. Small homes on large lots. With eco features like room for garden, underground water storage for watering garden, and solar panels on roof. No more granite counters and high end appliances. Your first home should be basic. That gives people something to strive for. Also stop the massive rentals of homes by non us citizens. Rent is more expensive than a mortgage. I know tons of home we're purchases in the economy crash of 2009 and purchases by foreigners to make $$ stop that practice. And you will have lower housing cost.	7/15/2024 1:45 PM
271	As few as possible	7/15/2024 1:41 PM
272	Better transportation infrastructure. Our roads have been the exact same going into/out of PDX 50 years or more	7/15/2024 1:35 PM
273	Improved public transportation and improved/increased use of multimodal trails and biking infrastructure.	7/15/2024 1:17 PM
274	High density in-fill and zoning upgrades near rapid transit access. Prioritize this BEFORE expanding the UGB.	7/15/2024 1:12 PM
275	Cheaper rates and less control	7/15/2024 1:11 PM
276	Stopping sprawl and addressing climate by building more compactly and decreasing highway	7/15/2024 12:58 PM

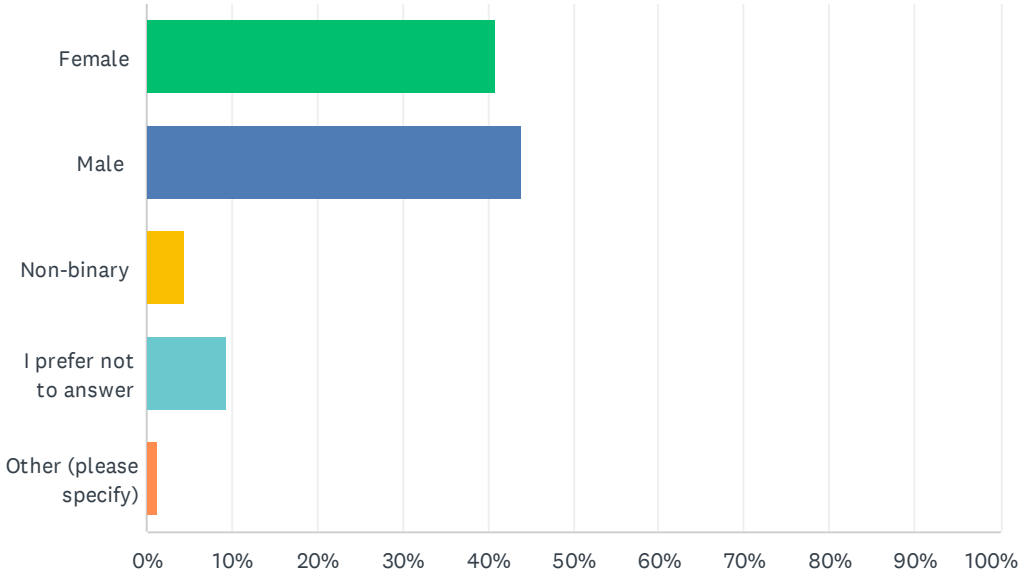
	modes of transportation.	
277	No more growth. No more crappy homes built tightly together. We need some countryside-trees, deer, birds, butterflies, rather than more concrete.	7/15/2024 12:47 PM
278	Fewer homeless, less garbage on the streets, more multi-family that includes parking	7/15/2024 12:44 PM
279	More requirements for affordable housing units. New apartments are ridiculously expensive and not built for families.	7/15/2024 12:41 PM
280	Grow up not out.	7/15/2024 12:40 PM
281	Smart transportation options, affordable housing within city centers and strong habitat protections for wildlife connectivity throughout our region.	7/15/2024 10:53 AM
282	Fewer parking lots, less sprawl, more dense housing, narrow freeways and add tolls, more bike paths	7/15/2024 10:35 AM
283	More bike infrastructure beyond the urban core of Portland.	7/15/2024 9:56 AM
284	Greater density. And safe transit. We can't use what we have because it is filthy and not safe. Bike paths need to be kept safe with regular more than daily patrols…bike cops or golf carts.	7/15/2024 7:25 AM
285	More protected bike lanes	7/15/2024 6:59 AM
286	Focus on basic municipal services: fix potholes, pave streets, erase graffiti, pick up the trash!	7/15/2024 6:34 AM
287	Safer highways (eg hwy 47) that include traffic circles.	7/15/2024 6:07 AM
288	Increased density and less sprawl.	7/15/2024 12:26 AM
289	I would like to see less traffic, and more public transportation options.	7/14/2024 9:17 PM
290	I would like to see more public transportation and multicultural businesses. I would like new neighborhoods to be open to everyone, both economically and culturally. We need more low and middle income housing in areas with good schools.	7/14/2024 9:11 PM
291	Continue to develop within existing boundaries.	7/14/2024 6:14 PM
292	Follow your plans and stay strong	7/14/2024 5:37 PM
293	Land conservation	7/14/2024 5:29 PM
294	Better traffic management	7/14/2024 5:15 PM
295	Better arterial transportation routes leading through the suburbs - landscaped parkways with grade separation like in NY/CT, but add transit and ped/bike. One from I-5 to the Newberg-Dundee Bypass (an actual I-5-99W Connector!) to help regional transportation. Another in the form of Sunrise Phase 2, extending to Sandy. And then a new tunnel and bridge from 26/Cornelius Pass to Rivergate in Portland.	7/14/2024 3:55 PM
296	Care for the current crumbling infrastructure before expanding.	7/14/2024 3:35 PM
297	More trees planted	7/14/2024 3:25 PM
298	Same as above plus very limited growth and only built to be part of the protected envrionment.	7/14/2024 1:53 PM
299	Solar panels over parking lots to produce power and not impede other land.	7/14/2024 12:58 PM
300	Better interconnectivity between trails, parks and green spaces.	7/14/2024 12:44 PM
301	Managing traffic, don't want more traffic lights would like to prevent Sherwood from turning into the Tigard disaster of stoplights	7/14/2024 12:12 PM
302	I would like to see the region commit to developing all of the land existing within the boundary that remains undeveloped, and also develop land that is poorly used, such as the numerous seas of parking lots that remain mostly empty. I see infill as a much better use of the regions money, as urban sprawl is not what we need and will only make our city align with other sprawling cities across the country instead of setting ourselves apart as a sustainable city.	7/14/2024 11:25 AM
303	Want to see it slow down. Making infrastructure first before adding to the population. Leaving rural areas rural. Leaving room for farms. leaving the trees.	7/14/2024 11:24 AM

304	Better roads to accommodate the traffic	7/14/2024 11:19 AM
305	Less housing a few more shops/restaurants. Traffic is so bad in Sherwood. There are already too many people that it's almost impossible to go to dinner and the lines at the stores are very long.	7/14/2024 11:16 AM
306	Fixed roads	7/14/2024 10:48 AM
307	less sprawl, and more revival of already developed space	7/14/2024 10:28 AM
308	Increased safety/security	7/14/2024 10:25 AM
309	No more row housing, no more densely packed living spaces	7/14/2024 10:13 AM
310	Updates to existing and already developed land, rather than urban sprawl into precious G land.	7/14/2024 10:03 AM
311	Better infrastructure within the city (Portland proper) farmlands don’t need 500 row homes placed on them. Concrete jungle is what we are going towards and I’m not here for that.	7/14/2024 9:43 AM
312	More density and infill and less suburban sprawl. And more mixed used development. I don’t want to have to use my car to fo everything.	7/14/2024 9:25 AM
313	More affordable housing, especially for first time homebuyers and low income renters. Densify housing without losing access to safe walking and biking and community outdoor spaces.	7/14/2024 8:17 AM
314	Stop expanding the boundaries. It isn’t appropriate to overtake agricultural land.	7/14/2024 8:06 AM
315	Increase density, particularly in downtown Portland	7/14/2024 12:07 AM
316	Increased residential density in existing neighborhoods, more extensive and more frequent rapid public transit, prioritizing pedestrian and bike safety and modes of transit over automobiles. More affordability of housing and choice of housing types that meet the needs of families and older adults.	7/13/2024 10:53 AM
317	Increase in construction density and mixed use zones.	7/12/2024 11:40 PM
318	I'd like to see Portland increase it's public transportation infrastructure with rail and bus rapid transit projects. There's no reason why Portland needs to expand more outward when we can simply just densify areas. I'd like to see Portland focus on climate change initiatives and be one of the leaders in the US, and expanding the UGB and increasing the reliance on car-centered infrastructure directly opposes those initiatives.	7/12/2024 8:13 PM
319	Denser housing and neighborhoods.	7/12/2024 7:47 PM
320	Less car oriented development. It’s 2024. Climate change. We know better.	7/12/2024 6:10 PM
321	more bike and transit friendly	7/12/2024 5:31 PM
322	Better wider and marked streets.	7/12/2024 1:10 PM
323	A focus on improving the areas that are already part of the UBG	7/12/2024 12:14 PM
324	Less implementation of luxury apartment buildings that few can afford to live in, more focus on affordable housing.	7/12/2024 7:47 AM
325	Development patterns and alternative transportation, these two are intrinsically linked and, to move into more sustainable forms of transportation means moving away from single family housing as the standard. We must move towards more varied housing options to include row-houses/townhomes, apartments, condos, cottage courts, duplexes, triplexes and anything else that can provide sustainable mid-density housing. Part of providing this too includes taking a closer look at zoning requirements and doing away with unnecessarily restrictive codes including minimum setbacks, parking requirements, and anything else that holds the area back from the most sustainable development possible which includes mixed use zoning, completely separate people from every day conveniences is absurd and past development patterns have led to strip malls and big box retailers taking over, driving out small businesses in many places and further unsustainable car oriented development. Alternative transportation too must be encouraged to include transit and cycling access for all. With sustainable mid-higher density this can be achieved much easier, however metro must commit wholly, protected/separated need to be the standard in everything but the most calm residential streets, and also not reserved only for the highest speed most dangerous roads, and transit too must be as convenient as possible for all. Trimet has been making improvements, well needed ones	7/12/2024 7:15 AM

	however there is so much more that could be done, the idea of a downtown MAX tunnel has been floating for some time but if trimet ever wants to make MAX a truly viable option for further distance travel this idea must be considered further and implemented.	
326	Density and mix use land around transit corridors. Potentially look into a MUPTE like (Eugene) to spur affordable housing.	7/12/2024 12:22 AM
327	Greater emphasis on keeping Portland green as can be. It's why we love this city so much.	7/11/2024 11:52 PM
328	Building up and not out. Don't allow Portland to become like Denver, Los Angeles or other inequitable cities that can only rely on automobile transportation. Building dense cities increase access to nature for all residents.	7/11/2024 10:31 PM
329	Better mass transit. It's the only way to grow outside of Portland and not become another hell hole like LA	7/11/2024 6:57 PM
330	Minimize the role of the automobile. Stop sprawling onto new greenfield land. Revitalize existing neighborhoods. Eliminate surface parking lots of more than 1-3 spaces (in favor of on-street, underground, structured, or no parking). Build out complete, connected, safe, high-quality regional and statewide, bicycle, pedestrian, and transit networks. Complete the Coast to Gorge Trail and begin work on other elements of the Infinity Loop concept. Make cooperative housing a permanent and meaningful housing option within the region.	7/11/2024 6:12 PM
331	More high-quality transit options like regional rail and bus-rapid transit.	7/11/2024 4:27 PM
332	Better infrastructure for getting into the city core from the outskirts. Currently the only option for many is to drive but by doing so, we add to the environmental impacts and many of the routes are not very friendly. If we are going to put more family-priced housing on the edges, then we need to provide safe, economical and quicker ways to get to work and family in the city core.	7/11/2024 10:33 AM
333	Denser walkable neighborhoods, better transit, regional connection to jobs	7/10/2024 10:14 PM
334	More density in urban areas	7/10/2024 9:51 PM
335	allow cities/counties to bring in several hundred acres at their edges into development for new single-family homes with yards - like houses with one thousand square feet in foot print and 1 to 2 thousand square feet for yard. Use these edge areas to design more technological oriented cities allowing bicycle and walking to be the main way getting to a common vehicle depot for accessing other parts of the Metro area. Allow robotic, drone delivery.	7/10/2024 8:30 PM
336	Only high density housing added to any area expanding, with abundant low income housing.	7/10/2024 5:14 PM
337	Increased density, especially along transit corridors (transit oriented development), and a greater quantity of mixed-use middle density housing.	7/10/2024 12:08 PM
338	Stop expanding ugly townhouses into our beautiful countryside.	7/9/2024 9:48 PM
339	Want to see keeping original neighborhoods, use of more technology to deal with water and sewer, and more affordable housing of all types. There are cheaper more effective solutions other than a big sewerplant.	7/9/2024 3:43 PM
340	better transportation and less traffic / less need to make long trips and fewer trips / all housing will cost 30% or less of individual or family income / more natural areas and recreation	7/9/2024 3:15 PM

Q6 How do you identify your gender? (Select all that apply).

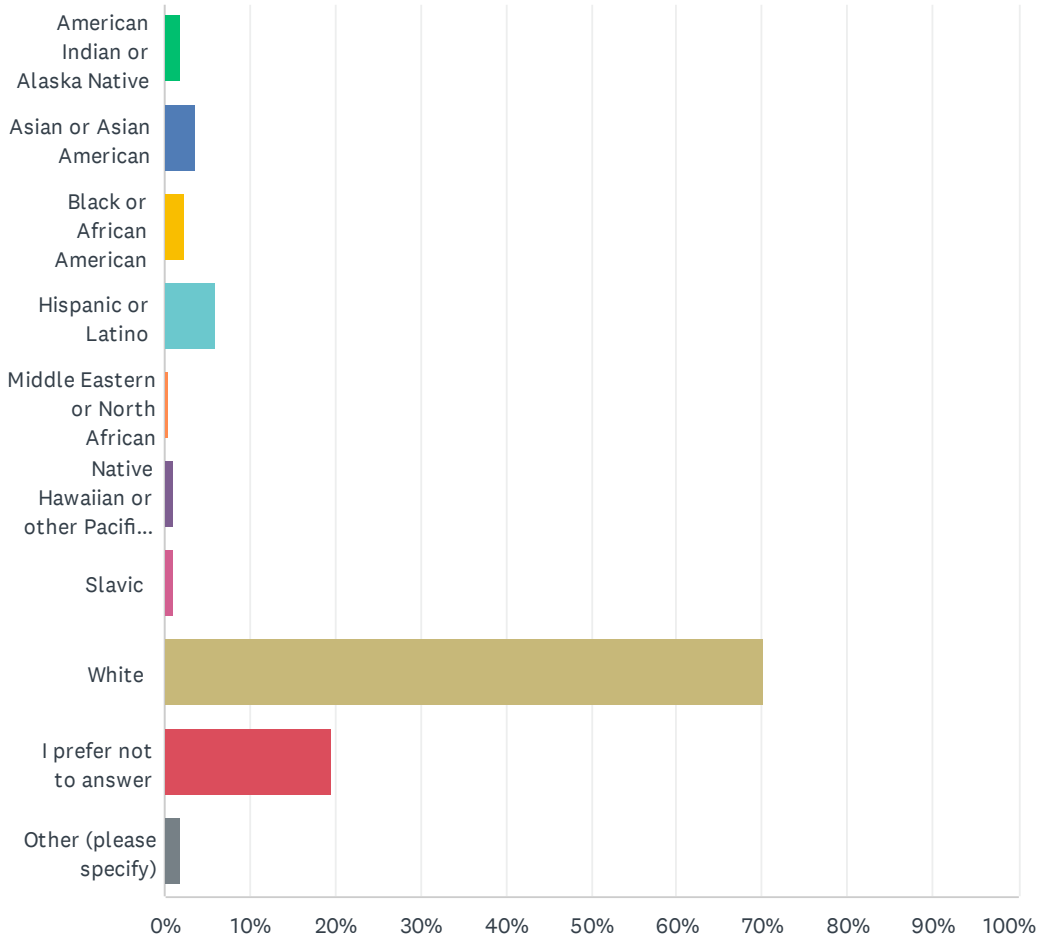
Answered: 307 Skipped: 58



ANSWER CHOICES	RESPONSES	
Female	41.04%	126
Male	43.97%	135
Non-binary	4.56%	14
I prefer not to answer	9.45%	29
Other (please specify)	1.30%	4
Total Respondents: 307		

Q7 Which of the below best describe your race/ethnicity? (Select all that apply).

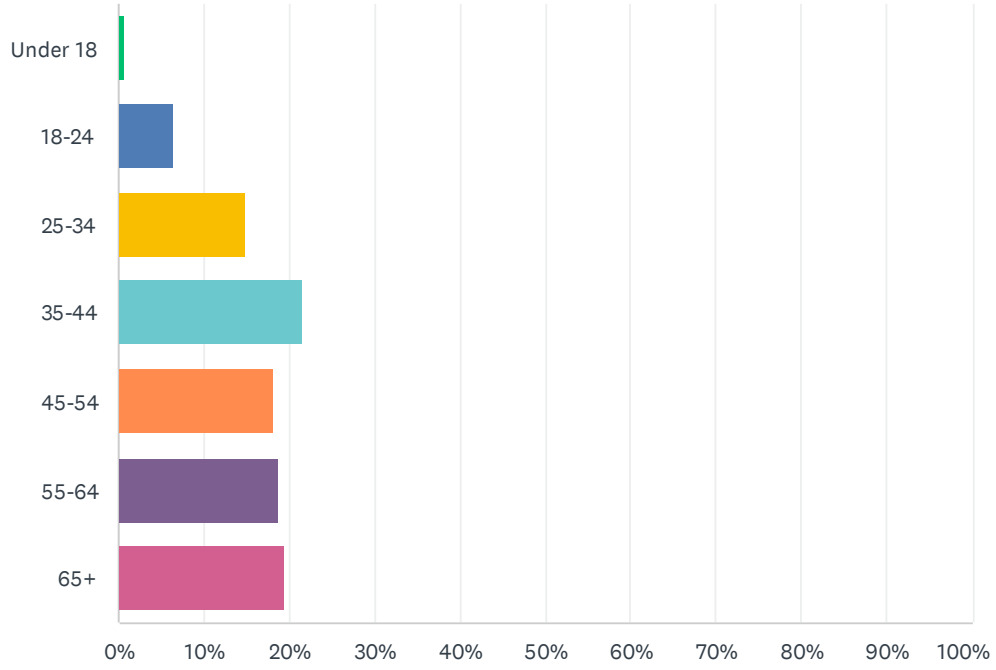
Answered: 305 Skipped: 60



ANSWER CHOICES	RESPONSES	
American Indian or Alaska Native	1.97%	6
Asian or Asian American	3.61%	11
Black or African American	2.30%	7
Hispanic or Latino	5.90%	18
Middle Eastern or North African	0.33%	1
Native Hawaiian or other Pacific Islander	0.98%	3
Slavic	0.98%	3
White	70.16%	214
I prefer not to answer	19.67%	60
Other (please specify)	1.97%	6
Total Respondents: 305		

Q8 What is your age?

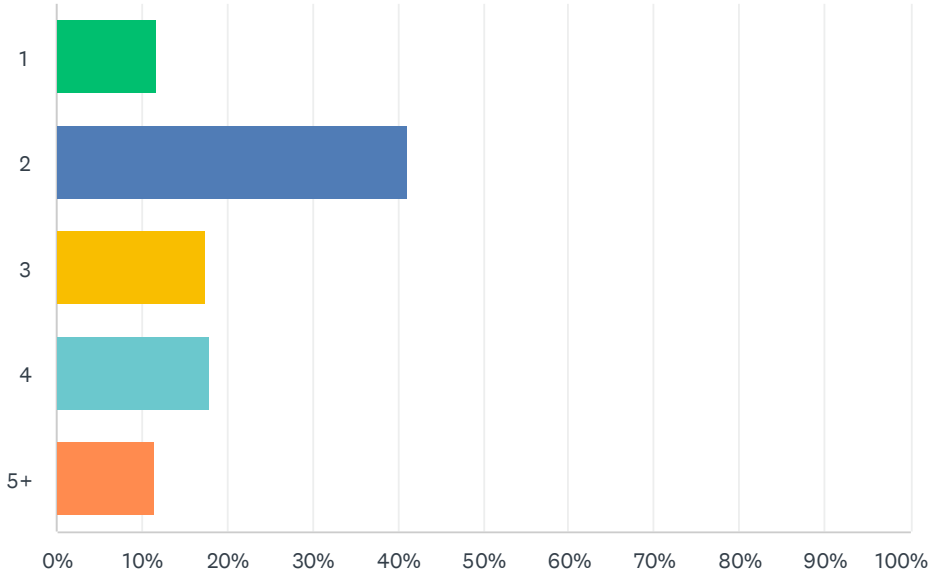
Answered: 293 Skipped: 72



ANSWER CHOICES	RESPONSES	
Under 18	0.68%	2
18-24	6.48%	19
25-34	15.02%	44
35-44	21.50%	63
45-54	18.09%	53
55-64	18.77%	55
65+	19.45%	57
TOTAL		293

Q9 How many people live in your home (including yourself)?

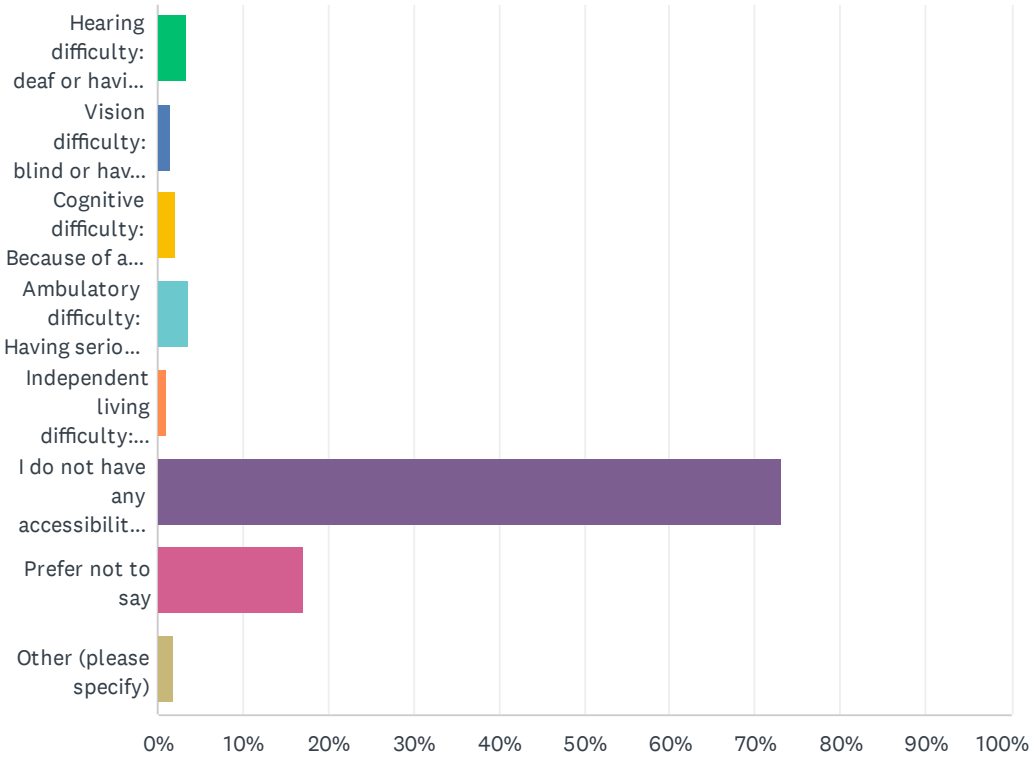
Answered: 296 Skipped: 69



ANSWER CHOICES	RESPONSES	
1	11.82%	35
2	41.22%	122
3	17.57%	52
4	17.91%	53
5+	11.49%	34
TOTAL		296

Q10 Do you have any accessibility difficulties that you would like us to be aware of? (Select all that apply).

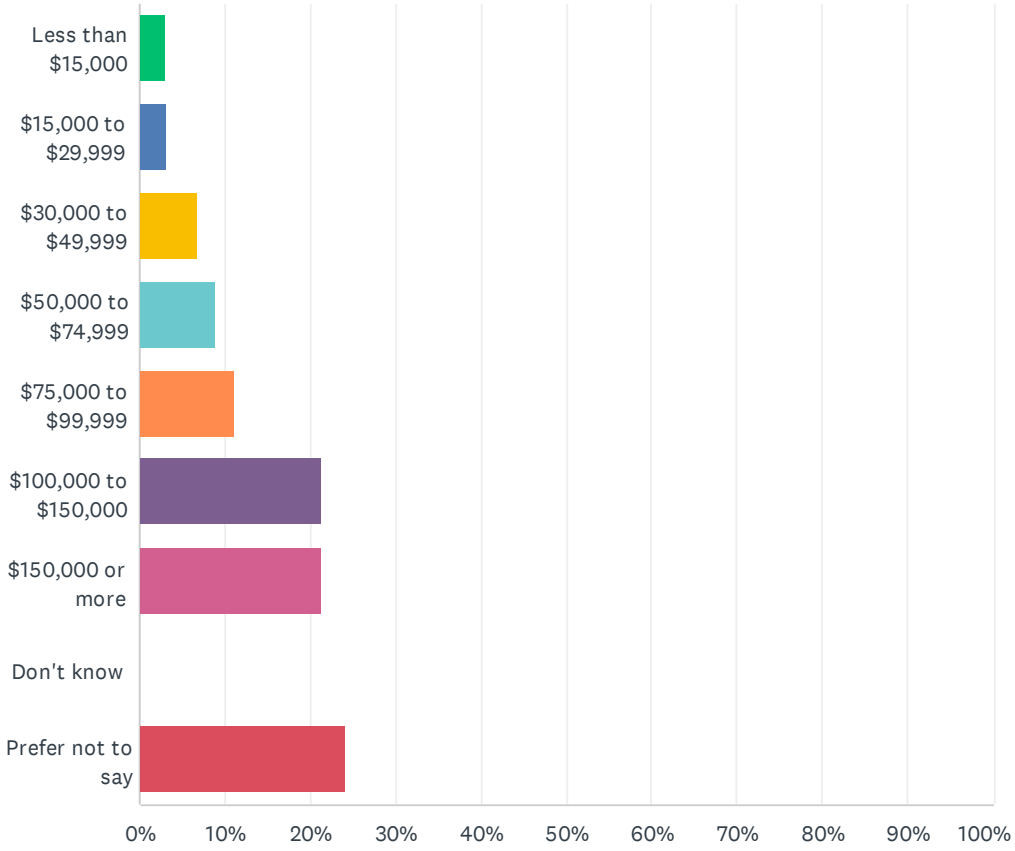
Answered: 271 Skipped: 94



ANSWER CHOICES	RESPONSES	
Hearing difficulty: deaf or having serious difficulty hearing	3.32%	9
Vision difficulty: blind or having serious difficulty seeing, even when wearing glasses	1.48%	4
Cognitive difficulty: Because of a physical, mental, or emotional problem, having difficulty remembering, concentrating, or making decisions	2.21%	6
Ambulatory difficulty: Having serious difficulty walking or climbing stairs	3.69%	10
Independent living difficulty: Because of a physical, mental, or emotional problem, having difficulty doing errands alone such as visiting a doctor's office or shopping	1.11%	3
I do not have any accessibility requirements	73.06%	198
Prefer not to say	16.97%	46
Other (please specify)	1.85%	5
Total Respondents: 271		

Q11 How would you describe your income?

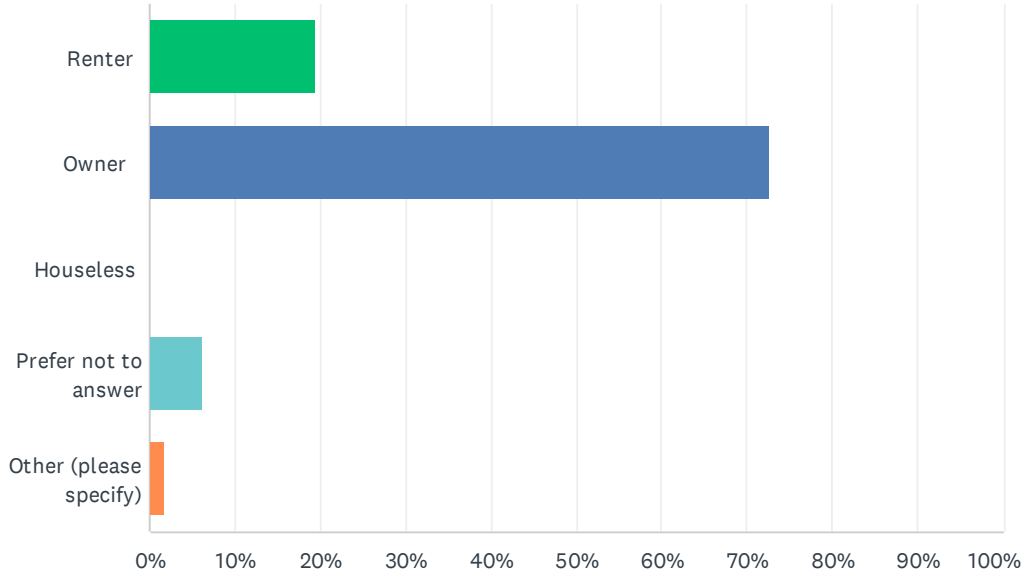
Answered: 304 Skipped: 61



ANSWER CHOICES	RESPONSES	
Less than $15,000	2.96%	9
$15,000 to $29,999	3.29%	10
$30,000 to $49,999	6.91%	21
$50,000 to $74,999	8.88%	27
$75,000 to $99,999	11.18%	34
$100,000 to $150,000	21.38%	65
$150,000 or more	21.38%	65
Don't know	0.00%	0
Prefer not to say	24.01%	73
TOTAL		304

Q12 How would you describe your housing tenure?

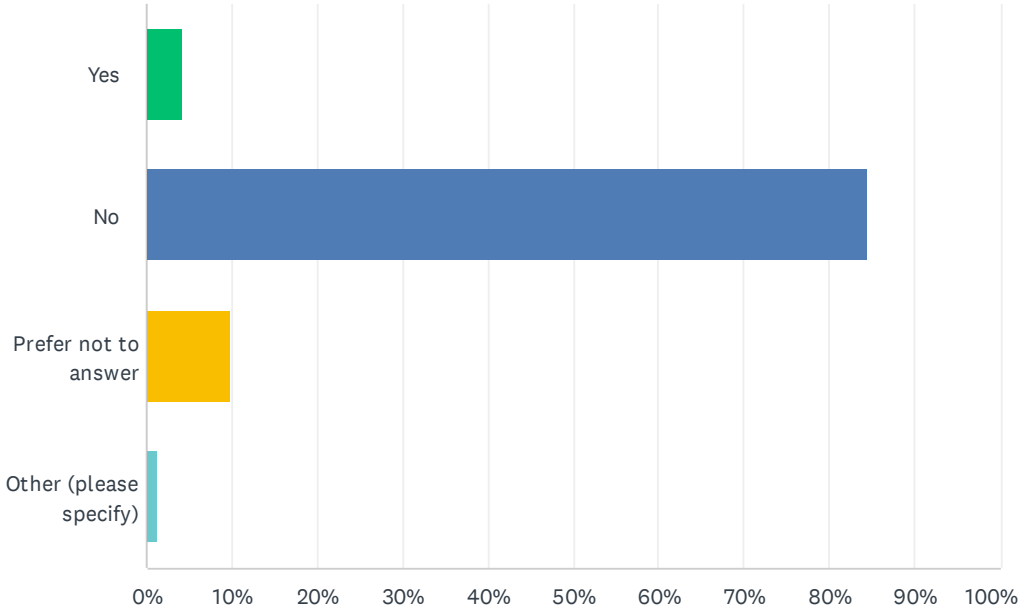
Answered: 303 Skipped: 62



ANSWER CHOICES	RESPONSES	
Renter	19.47%	59
Owner	72.61%	220
Houseless	0.00%	0
Prefer not to answer	6.27%	19
Other (please specify)	1.65%	5
TOTAL		303

Q13 Are you an immigrant or refugee?

Answered: 304 Skipped: 61



ANSWER CHOICES	RESPONSES	
Yes	4.28%	13
No	84.54%	257
Prefer not to answer	9.87%	30
Other (please specify)	1.32%	4
TOTAL		304

Q14 What is your zip code?

Answered: 284 Skipped: 81

#	RESPONSES	DATE
1	97140	8/23/2024 10:11 AM
2	97123	8/22/2024 9:55 PM
3	97140	8/22/2024 9:47 PM
4	97140	8/22/2024 7:27 PM
5	97140	8/22/2024 7:11 PM
6	97140	8/22/2024 6:56 PM
7	97201	8/22/2024 6:48 PM
8	97140	8/22/2024 6:35 PM
9	97140	8/22/2024 6:31 PM
10	97140	8/22/2024 4:58 PM
11	97140	8/22/2024 4:41 PM
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APPENDIX B

Public comment emails and letters

Miriam Hanes

From: Rachel Adams <[redacted]>
Sent: Tuesday, August 20, 2024 11:32 AM
To: Metro 2040
Subject: [External sender]Sherwood West Concept Plan Opposition

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

To whom it may concern,

I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Rachel Adams

//
Play Nice PR
Rachel Adams (she/her)
[redacted]

BPS Comments on July Draft of Metro Urban Growth Report (UGR)

Metro is narrowly framing this decision as to whether or not the Sherwood West expansion area should be brought into the UGB. The UGR has broader implications for the region in terms of how we expect to grow in a way that is equitable and meets other regional goals, such as reducing carbon emissions.

The Urban Growth Report (UGR) is an opportunity to frame future regional planning discussions such as the regional housing production strategy, a refresh of the 2040 Growth Concept, and a regional economic development strategy.

Our concern is that the UGR is underestimating population and housing growth, underestimating residential capacity; underestimating industrial job growth, overestimating industrial land supply and underestimating commercial land supply. BPS staff raise the following issues with methodology and assumptions to better align with regional policy objectives, which are described in detail below.

Housing

The 2044 population forecast is for much slower growth, primarily due to declining birth rates. We are concerned that the Metro forecast is too low, which will affect planning for housing that will result in insufficient housing capacity in the future. The Metro forecast is based on national growth rates – which misses the important context that, historically, Oregon has grown faster than the nation and the Portland region has grown faster than the state (captured a greater share the state's growth). The UGR lacks important comparisons to state forecasts as context for selecting a growth scenario.

Metro should select the Strong Urban Market housing mix with high population/household forecast. This scenario best fits the expected older, smaller households. It also addresses affordability concerns and the need for more affordable multi-dwelling and middle housing units. The UGR notes that 81% of future households will be financially challenged or unable to purchase homes with current median sales price at roughly $550,000 in today's dollars.

Metro's scenario results indicates that this scenario results in a deficit of 24,000 multi-dwelling units. This deficit is overstated because Metro's housing capacity methodology vastly undercounts the redevelopment potential in Portland and the region. The UGR assumes that only 20% of the most feasible properties will redevelop. Buried in a footnote, the UGR states that if redevelopment rate is increased to 40% of the most feasible properties, this deficit would be eliminated. For example, under the 20% redevelopment rate, Metro assumes that Portland only has capacity for 60,000 units. Whereas in our recently adopted 2023 Housing Needs Analysis, we found that Portland has a financially feasible development capacity of 237,000 units.

Finally, the regional forecast is not just about the UGB decision. It is used in other policy decisions (not just for managing the UGB). The housing forecast will be provided to the State (OHCS/DAS) to establish the jurisdiction level housing targets. Also, the forecast will be the basis for Metro's regional housing production strategy – which will be an important regional discussion on how to address housing needs for older, smaller households with affordability challenges.

Employment

Metro's employment forecast is tied to the population forecast. Metro's fundamental assumption that lower population growth will mean slower economic growth because access to labor will be the constraining factor could be a self-fulling prophecy. Workforce is mobile. Capital is mobile. Development

capacity is not. If the region has the land capacity for businesses to expand then workers will migrate to the region. If the region does not have the land capacity, then economic growth will be constrained.

- Jobs in the Portland MSA grew 56%-63% faster than the national economy in each of the last three business cycles (Portland EOA Trends Report). Above-average regional job growth has been supported by our competitive strengths, including growing industry clusters and planned livability that attracts talent, as recognized in our economic development strategies (CEDS, Oregon Business Plan, Advance Portland). The UGR's methodology does not account for these past trends and regional advantages. The average annual growth rate (AAGR) of Oregon Employment Department's (OED's) current 2022-2032 projection is 1.1% for Total Nonfarm Employment, compared to 0.46% in the draft UGR. Why does the UGR predict that long-term regional job growth will now slow down to the national average?
- Workforce-in-migration should be a forecast variable – Economic forecasts typically analyze sector trends, capital inputs (such as land supply), and market opportunities. Economic growth will attract workers, rather than the UGR's population-trumps-economy approach.
- Noisy in-migration data – The in-migration graph cited in the UGR indicates wide variations, rather than a hard stop for job growth. In-migration also varies widely with economic trends that don't appear to be considered in the UGR's population forecast, such as business cycles, sector growth trends, and median income trends, each of which shape in-migration through economic opportunity.
- Local sectors/traded sectors – We agree that regional population growth is an important driver of market size and job growth in 'local sectors' that serve regional markets. However, market opportunities in 'traded sectors' that serve markets outside the region are unrelated to local population size. At minimum, the UGR's connection between population growth and job projections should be removed from the goods production and distribution sectors that make up most industrial land demand and primarily serve traded-sector markets.

As with the population forecast, the UGR is lacking context or comparison to State of Oregon forecasts. The UGR also could benefit from an equity analysis that discusses the type of jobs and wages that will be available, especially for workers without 4-year college degrees.

The region needs a land supply strategy that includes a deeper analysis of sector and business growth opportunities and how they match with the region's employment land supply in order to create equitable economic opportunity.

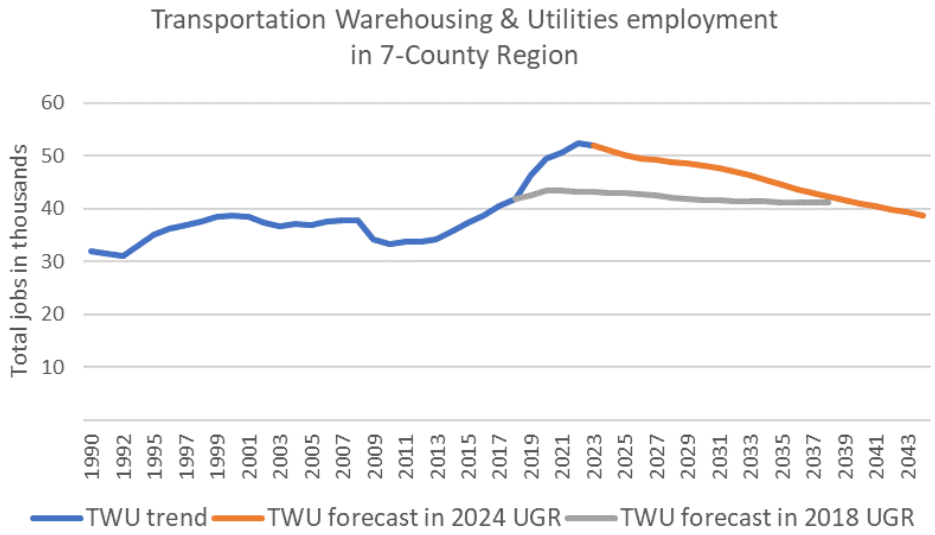
Industrial

Inadequate Industrial Land Supply – The UGR widely understates industrial land demand, relative to growth trends and State of Oregon employment projections. It overstates the suitable land supply to meet the region's distinct segments of demand. Coming to the opposite conclusion of the UGR, the private market has found inadequate industrial land supply since around 2015, evident in the region's low industrial vacancy rates and rising rents of the last decade. What is Metro's rationale for such a different and low industrial demand forecast?

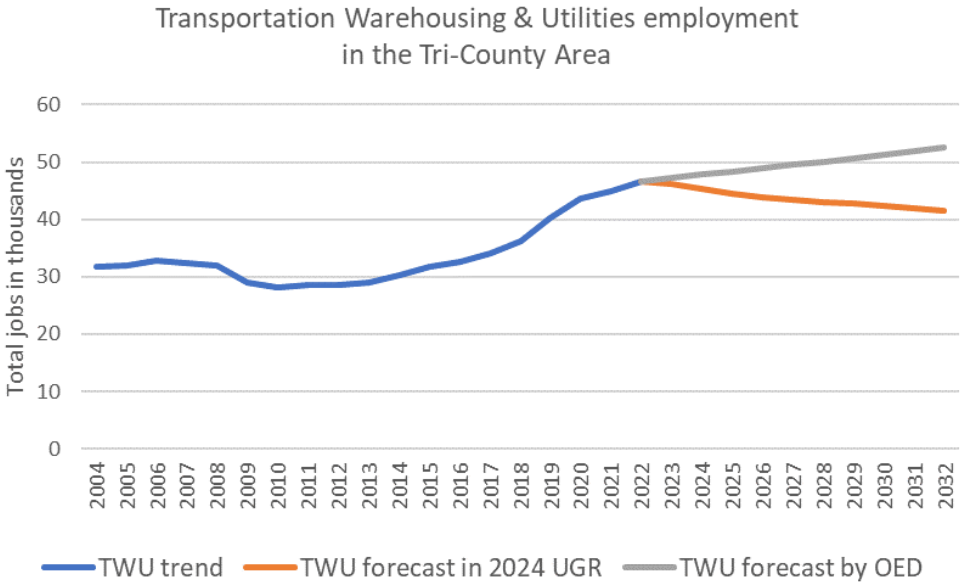
Transportation & Warehousing (Logistics) forecast – Metro's no-growth forecast for the logistics sector in the 2018 UGR and the declining forecast in 2024 UGR eliminates most of industrial land demand. Metro's industrial employment sector forecast is too low and not consistent with Oregon Employment Department (OED) forecasts. Specifically, BPS staff has raised concerns about the forecasted decline in

the warehouse and distribution sector when the OED and the federal Bureau of Labor Statistics (BLS) forecast continued growth. Metro made a similar assumption in 2018, when it forecasted zero-growth for logistics jobs, when, since 2015, it has been a high job-growth sector and the region's predominant employment land demand.

- The current UGR forecast for major decline in Logistics jobs is the opposite of its rapid growth trend in the last decade and current national/state/regional employment agency forecasts for continuing above-average growth, as shown in the charts below. Metro's regional projection of -1.4% annual change (AAGR) in Transportation Warehousing & Utilities jobs over the next decade (2022-2032) compares to 0.8% AAGR by Bureau of Labor Statistics nationally and 1.2% AAGR by OED in the Tri-County area. City staff would be interested in better understanding this aspect of the analysis and discussing the potential associated regional policy implications.



Sources: Trend from CES data by BLS. Forecast data by Metro in 2018 and draft 2024 Urban Growth Reports



Sources: Trend data from CES by OED. UGR forecast from July 2024 draft by Metro. Oregon Employment Department projections for 2022-2032.

- Logistics is a critical sector to get right in the UGR forecast, because Logistics businesses are the primary source of Warehouse & Distribution development (along with Wholesale Trade) and thus industrial land demand. Warehouse & Distribution buildings made up 75% of the MSA's total occupied industrial space in 2019 and 93% of the new occupied space in the recent 2008-2019 business cycle (CoStar data).

3,600-acre demand discrepancy for Logistics and Manufacturing – The draft UGR forecast for 1,400 additional industrial acres to 2044 is undercounting regional demand by about 3,600 acres relative to OED's regional projections in the Logistics and Manufacturing sectors alone (see table below). The sector-trends methodology of OED's projections is a better fit for employment land planning because of its consistency with employment and development trends and with State Planning Goal 9 requirements for trends-based forecast.

Estimated Tri-County forecast discrepancy in industrial land demand between Metro's draft 2024 UGR and Oregon Employment Department's 2032 projections						
	Forecast AAGR	Tri-County Jobs in 2024	Jobs in 2044	2024-2044 Job Change	Building SF	Land (ac.) Demand
Transportation Warehousing & Utilities						
Metro Draft UGR 2024	-1.4%	45,200	34,300	-10,900	-16,639,900	-1,273
OED, 2032 projections	1.2%	47,600	60,700	13,100	19,998,500	1,530
Discrepancy				24,000	36,638,400	2,804
Manufacturing						
Metro Draft UGR 2024	0.1%	101,400	102,900	1,500	1,037,600	72
OED, 2032 projections	0.8%	102,900	120,900	18,000	12,451,300	866
Discrepancy				16,500	11,413,700	794
Total Discrepancy				40,500	48,052,100	3,598

Automation impacts - Metro staff has offered automation as a reason for slower job growth in Logistics and Manufacturing. Other sources support different conclusions. After accounting for automation

impacts, current BLS national projections (which inform OED's regional projections) conclude that Logistics will continue to grow jobs substantially faster than the overall economy. BLS projections also indicate substantially higher output growth than employment growth in Logistics and Manufacturing, which in turn indicates increased land demand. Automated warehouses and factories still need land, and productivity gains of automation support higher land demand. Like BLS, McKinsey's projected job impacts of automation in urban areas indicate losses mainly in office support occupations, modest losses in manufacturing production, and gains in transportation occupations: Future of work in America | McKinsey. Considering the example of self-driving trucks, an extensive USDOT study in 2021 found "vast uncertainty" in future labor market impacts, including losses and gains over several decades with net impacts difficult to predict.

Other underestimated sources of industrial demand – In addition to the growth rate discrepancies for logistics and manufacturing, the UGR underestimates demand in a variety of other ways.

- Business-cycle impacts – Long-term sector growth rates span the job losses and gains of business cycles. In contrast to the predominantly industrial-sector job losses in the region's three previous recessions, the combined industrial sectors were the least impacted in recent COVID recession. The UGR misses this major source of long-term industrial growth by starting the forecast period in 2024, which particularly understates the long-term trend in Logistics.
- Target cluster incentives - The expanded growth potential of target industry clusters, supported by economic development policies and business assistance and incentive programs, is another example of undercounted demand. For example, the region's Cleantech and Electronics clusters are expected to broadly benefit from the 2022 federal industrial policy incentive of the Inflation Reduction Act and Chips Act.

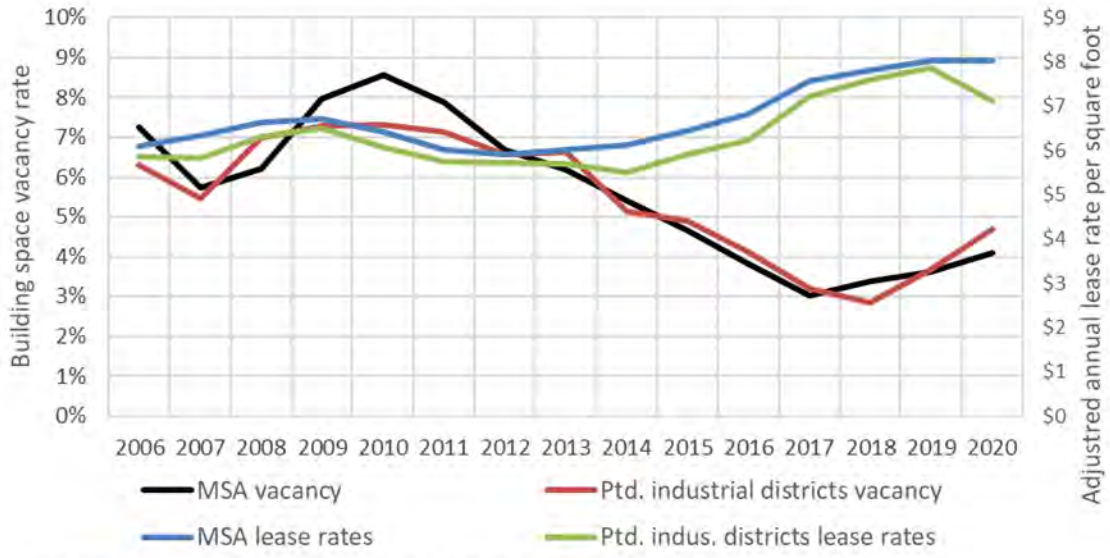
Overstated industrial land supply – While the UGR's industrial land supply for Portland (1,200 acres) is relatively consistent with BPS' preliminary estimate, we are concerned that Metro has overestimated the industrial land supply in the rest of the region in a variety of ways.

- Suitable supply for location-specific demand – The UGR does not track land demand nor supply based on location-suitability criteria or a regional trend analysis by business district type. Instead, the UGR appears to assume that industrial land supply is loosely substitutable across the region. This is not the case when businesses make location decisions. The largest discrepancy is the concentration of the region's Logistics and Wholesale jobs in industrial districts near interstate highways and multimodal freight infrastructure. Some of the region's Warehouse & Distribution land demand is substitutable at dispersed locations, but most of it is not. For example, the City of Portland has 73% of tri-county Logistics jobs, but Portland's freight-hub districts are building out. Portland's 2016 EOA and current industrial land supply studies raise concerns about Portland's tight industrial land supply and ability to meet future demand in these freight-hub districts. The UGR lacks the detail in location needs for different industrial sectors and region's ability to accommodate their growth or the consequences of failing to meet the demand (sprawl to exurban areas).
- 10-acre and larger lot demand – The UGR does not appear to compare land demand and supply by site size. We are concerned that the region has an inadequate supply of 10-acres or larger sites. Larger sites made up 68% of new industrial construction in Portland in the last business cycle. While industrial land demand is present across the site-size distribution, our preliminary

land demand and supply analysis shows the potential for several hundred acres of unmet demand for sites 10 acres and larger in Portland, which are businesses that will seek locations elsewhere in the region (or outside the region).

- Industrial land readiness investment – A third major example of over-stated industrial land supply in the URG is the region's underfunded needs for industrial land readiness. Metro's Industrial Land Readiness toolkit clarifies this issue in detail.
- It is unclear if Metro's methodology adequately accounts for constraints on development for factors such as brownfields, small parcel sizes (less than 0.5 acres); and steep slopes. These factors contribute to overstating the effective supply.

Misreading the tight industrial land supply – BPS is concerned that the UGR sends the wrong message (finding more than adequate industrial land supply) at time of low vacancy rates and increasing rents and land values. The region's traded sector economic base that drives regional prosperity relies primarily on industrial land. The UGR could drive complacency that will undermine long-standing regional economic development goals. Market-effective industrial land supply has been tight in the region since 2015 (see chart below), as building vacancy rates dropping below 5% have pushed up rents to less competitive levels for growth. In turn, the metro area's tight land supply generates sprawl beyond the region. A Colliers' 2023 report on the 'I-5 OR/WA logistics corridor' (see link) identifies 62 industrial projects under construction last year that span the Portland and Seattle metro areas and the I-5 corridor between them.



Source: BPS from CoStar data; annual inflation-adjusted rates (2020 $)

Recommendations – BPS made similar comments about the 2018 UGR that were not taken into account. The UGR employment land methodology needs rethinking.

- Trend-based forecast scenario – The draft UGR employment forecast and capacity analysis is used for other purposes, such as economic development strategies and public and private investments, that go beyond the immediate decision on the UGB. Metro should acknowledge Oregon Employment Department's current sector projections for the Tri-County Area as a UGR forecast scenario that is primarily based on sector trends and not tied to Metro's population

forecast. The average annual growth rate (AAGR) of OED's current 2022-2032 projection is 1.1% for Total Nonfarm Employment, compared to 0.4% in the draft UGR. OED's projection methodology more closely fits the market-trend approach required of cities and counties by Oregon's Goal 9 for employment land planning.

- Rethink UGR employment forecast and capacity analysis - the next (2030) UGR should better align with Oregon's Goal 9 requirements for adequate employment land capacity, estimating demand from market trend opportunities of employment land types, substantially delinked from the population forecast. It should address Goal 9 requirements to analyze land supply and demand by employment land type and to analyze supply and demand by site size for each land type.
- Regional growth capacity strategy – Metro should lead work to prepare a market-responsive regional land-supply strategy to meet industrial demand in suitable locations. This work should be completed to inform the next UGR. It should include analysis and recommendations for industrial land readiness funding and Urban Reserves expansion in market-responsive locations. Current inventory gaps include predominant demand for 10+ acre sites and lack of capacity in near interstate highways or multimodal freight infrastructure. Additionally, cities and counties lack financial resources to overcome development barriers on sites in the existing industrial land supply.

<u>Commercial</u>

Commercial employment forecast appears to be reasonable, but the UGR is missing key details on office/retail/institution sector allocations and resulting demand that are needed to make an informed decision.

Please consider adjusting the commercial land supply analysis and methodology. Metro's backcasting redevelopment probability discount rates drastically reduces commercial development capacity. The proforma financial feasibility methodology is biased towards residential development, which does not adequately account for a residential/commercial split based on recent development trends. Finally, the methodology does not account for intensification of existing businesses/buildings. In the face of increased demand, businesses will add employees/shifts, expand hours and otherwise use existing building space more efficiently and increase productivity without increasing land demand.

The underestimating of commercial land capacity leads to the erroneous conclusion that the region has a deficit of commercial land.

<u>Sherwood West</u>

The UGR needs additional information on how the expected residential, industrial and commercial capacity increases in the Sherwood West area will help meet regional needs.

Generally, the city of Portland is a proponent of infill and redevelopment within the UGB and bases considerations about UGB expansions on their ability to promote urban growth patterns that fulfill the regional policy objectives of equity, housing affordability, economic opportunity and reducing carbon emissions. Those considerations include UGB expansions that:

- Promote and accommodate housing options that include middle housing and higher density multi-dwelling and/or mixed use developments;

- Address the regional need for affordable housing for a wide range of households;
- Create a land use pattern (20+ units per acre) that can be cost effectively served by transit and active transportation; and
- Accommodate large site industrial uses with protections in place to prevent conversion to non-industrial uses.

As proposed, the Sherwood West concept plan does not meet these criteria. The housing element is low-density, expensive housing with minimal opportunities for middle housing with no affordable housing strategy and will not serve the region's future housing needs or address its affordability challenge. The commercial development in the form of wine country hospitality (with no supporting plan to provide affordable housing for workers) is inappropriate to meet the regional commercial land needs. The employment area is promising but various references to "mixed" employment raise concern that the large lot industrial opportunity will not come to fruition. The employment area should be designated on Metro's Title 4 map as a Regionally Significant Industrial Area and not subject to conversion or leakage to commercial uses. Finally, the concept plan lacks an equity analysis and any discussion on how it can address racial income disparities in the region.

Equity analysis

Metro's equity analysis is limited to a look back at UGB expansion areas in Happy Valley and Bethany. These case studies lack comparison to the region as a whole and consideration of household income levels and are not representative of or informative as to how this analysis reflects a regional perspective.

There is no equity analysis of the regional forecast and land capacity analysis – both in terms of housing and employment opportunities. Nor is there any equity analysis of the Sherwood West expansion area and how it can address racial income disparities in the region.

Miriam Hanes

From: Eryn Kehe
Sent: Thursday, August 22, 2024 8:36 AM
To: Miriam Hanes
Subject: Fwd: BPS comments on the draft UGR
Attachments: Metro Urban Growth Report BPS comments 08.21.24.pdf

Miriam,

More UGR comments.

Eryn Deeming Kehe, AICP
She / her
Urban Policy and Development Manager
Metro

From: Armstrong, Tom <[redacted]>
Sent: Wednesday, August 21, 2024 5:21:23 PM
To: Catherine Ciarlo <[redacted]>; Malu Wilkinson <[redacted]>; Eryn Kehe <[redacted]>; Ted Reid [redacted]; Josh Harwood [redacted]
Cc: Kountz, Steve [redacted]; Diefenderfer, Patricia [redacted] Emerald Bogue <[redacted]>; Bouillion, Tom <[redacted]>
Subject: [External sender]BPS comments on the draft UGR

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

Thank you for the opportunity to meet and provide feedback on the draft UGR. As a follow up to our recent meeting, we would like to share these summary comments to help inform your COO recommendation. Also attached is additional detailed feedback on specific topics.

BPS' feedback is focused on the broader policy implications of growth projections beyond the implications for the pending UGB expansion proposal. Our request is that Metro consider those broader policy implications for the region in terms of how we expect to grow in a way that is equitable and meets other regional goals, such as housing affordability, equitable economic opportunity and reducing carbon emissions, when considering its recommendations to the Metro Council.
Overarchingly, by basing the regional forecast on national forecasts, the UGR is missing the important context that, historically, Oregon has grown faster than the nation and the Portland region has grown faster than the state.

While we agree that population will grow slower than in the past, we are concerned that the Metro forecast is too low, which will affect planning for housing that will result in insufficient housing capacity that will continue to exacerbate our housing affordability challenges. Metro should select the Strong Urban Market housing mix with a high population/household forecast to ensure that future growth

patterns reinforce the goals to have compact development and provide a wide range of housing types to accommodate changing socio-economic demographic factors. This scenario best fits the expected trends for older, smaller households. It also addresses affordability concerns – the future need will be for multi-dwelling and middle housing units. Eighty-one (81%) of future households will be financially challenged or unable to purchase homes with current median sales price at roughly $550,000. Metro can select this scenario without creating the need for a massive UGB expansion by adjusting the redevelopment rate in the development capacity model (see attached detailed comments).

The consequence of not planning for population growth is that it will likely constrain the state and region's economic growth. The assumption that that lower population growth will mean slower economic growth because access to labor will be the constraining factor will serve as a constraint to future economic growth and expansion. Given post-Covid trends, we know that the workforce and capital are mobile. If the region has the land capacity for businesses to expand then workers will migrate to the region. If the region does not have the land capacity, then economic growth will be constrained. The Oregon Office of Economic Analysis proscribes a similar practice (page 32) - Oregon's economic condition heavily influences the state's population growth. It is economy that determines the ability to retain existing work force as well as attract job seekers.
Similarly, our concern is low industrial job projections could also serve to constrain economic development potential in the state and the region over the longer term. Projecting low industrial employment and identifying an "oversupply" of industrial land could undermine longstanding city and regional efforts to make investments (brownfield clean up and infrastructure investment) that will make industrial land ready for development. The message that the region has an abundant supply of industrial land could dissuade decisionmakers and leaders from difficult decisions and prioritizing the investments needed to realize that economic opportunity. The net result will be a lack of middle wage job opportunities that will advance city and regional equity and climate goals. The UGR assumptions for industrial job growth vary widely relative to regional growth trends and State of Oregon employment projections. The UGR comes to the opposite conclusion of the private market, which has found inadequate industrial land supply since around 2015, as evident in the region's low industrial vacancy rates and rising rents and land values of the last decade. As it relates to the commercial land supply, Metro's redevelopment probability discount rates and a bias towards residential development drastically reduces the commercial development capacity. For example, Metro finds that Portland has 34 acres of commercial capacity, whereas BPS' analysis finds that figure to be 500 acres.

Generally, the city of Portland is a proponent of infill and redevelopment within the UGB and bases considerations about UGB expansions on their ability to promote urban growth patterns that fulfill the regional policy objectives of equity, housing affordability and reducing carbon emissions. Those considerations include UGB expansions that:

- Promote and accommodate housing options that include middle housing and higher density multi-dwelling and/or mixed-use development;
- Address the regional need for affordable housing for a wide range of households;
- Create a land use pattern (20+ units per acre) that can be cost effectively served by transit and active transportation; and
- Accommodate large site industrial uses with protections in place to prevent conversion to non-industrial uses.

As proposed, the Sherwood West concept plan does not meet these criteria. The housing element is low-density, expensive housing with minimal opportunities for middle housing and no affordable housing strategy and will not serve the region's future housing needs or address our affordability challenge. The commercial development in the form of wine country hospitality (with no supporting plan to provide affordable housing for workers) is inappropriate to meet the regional commercial land needs. The employment area is promising but various references to "mixed" employment raise concern that the large lot industrial opportunity will not come to fruition. The employment area should be designated on Metro's Title 4 map as a Regionally Significant Industrial Area and not subject to conversion or leakage to commercial uses. Finally, the concept plan lacks an equity analysis and any discussion on how it can address racial income disparities in the region.

The Urban Growth Report (UGR) is an opportunity to frame future regional planning discussions such as the regional housing production strategy, a refresh of the 2040 Growth Concept, and a needed regional discussion on economic development land needs that go beyond the technology sector.

We look forward to continuing this discussion.

Tom Armstrong, Supervising Planner
he/him
City of Portland Bureau of Planning and Sustainability
[redacted]

The City of Portland is committed to providing meaningful access. For accommodations, modifications, translation, interpretation or other services, please contact at [redacted] or use City TTY [redacted].

-----Original Appointment-----
From: Metro Planning, Development and Research Calendar <[redacted]>
Sent: Wednesday, July 24, 2024 1:50 PM
To: Metro Planning, Development and Research Calendar; Emerald Bogue; Kountz, Steve; Armstrong, Tom; Bouillion, Tom; Catherine Ciarlo; Wilkinson, Malu; Eryn Kehe; Ted Reid; josh.harwood; Dennis Yee; David Tetrick; Diefenderfer, Patricia
Subject: UGB follow up (Port/Metro/City of Portland)
When: Tuesday, August 6, 2024 2:30 PM-3:30 PM (UTC-08:00) Pacific Time (US & Canada).
Where: Teams/virtual

Thank you for making time for this meeting to follow up on draft Urban Growth Report technical questions. (Adding Patricia Diefenderfer to this meeting per Catherine's request.)
Below is a draft agenda:

- Welcome and introductions
- Project schedules
  - Growth management schedule
  - 2040 Future Vision schedule
  - Distributed forecast schedule

- City of Portland and Port concerns
- Next steps

Kind regards,
Lisa Hunrichs (she, her)
Executive Assistant to the Director and Deputy Director
Metro Planning, Development, and Research
Cell: [redacted]

Miriam Hanes

From: Ted Reid
Sent: Friday, April 5, 2024 3:26 PM
To: [redacted]
Cc: 2040
Subject: RE: Sherwood West

Hi Dave,
You are correct that the City of Sherwood has submitted a proposal for adding the Sherwood West urban reserve to the urban growth boundary. I can't speculate on what the Metro Council's decision will be. Under state law, they can only add land to the UGB if there is a demonstrable regional need for it. We have not yet completed that analysis, which will be released in draft form in late June. Sorry I can't be of more assistance at this time.

Thanks,
Ted

Ted Reid
Principal Regional Planner
Planning, Development and Research Department

Metro | oregonmetro.gov
600 NE Grand AVE
Portland, OR 97232-2736

[redacted]

From: Dave Balfour <[redacted]>
Sent: Thursday, April 4, 2024 4:13 PM
To: 2040 <[redacted]>
Subject: [External sender]Sherwood West

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

Good afternoon,

I am working with the City of Sherwood and Clean Water Services on some land valuations in the Sherwood West expansion area.

It is my understanding that Sherwood is submitting to Metro the Sherwood West concept plan (attached) to Metro in a request for UGB expansion this year (2024).

I am hoping to report in my appraisal the likelihood or probability of Metro expanding UGB. I understand nothing is definitive, but I also want to know if there is a strong chance that the UGB expansion could be denied.

Thanks for your time. Feel free to call.

Dave

David E. Balfour, MAI
President, Portland Valuation Group, Inc.
Certified General Appraiser
Phone: [redacted]
[redacted], Sherwood, OR 97140

DOING BUSINESS AS:

OREGON VALUATION GROUP

THE VALUATION GROUP
[redacted]
Sherwood, Oregon 97140
Voice: [redacted] [redacted]

Metro Council
600 NE Grand Ave
Portland, OR 97232

August 20, 2024

Re: Sherwood West Concept Plan Proposal

To Whom It May Concern:

My name is David Balfour, and I am a Commercial Real Estate Appraiser and am also a resident of Sherwood. As such, I would like to document my **support** to approve the Sherwood West Concept Plan as proposed by the Sherwood Planning Department as both a commercial real estate expert and a community member.

As an appraiser and investor, the Sherwood market has historically exhibited extremely limited employment land supply. While performing appraisal work and comparing real property sales in Sherwood, Tualatin, Wilsonville, Hillsboro, Beaverton, and other communities, it is consistently evident that Sherwood is the most constrained in terms of land supply as well as building supply. This creates barriers to market entry for tenant business owners. As an appraiser and investor, I believe my experience in these markets qualify me to understand the supply and demand constraints as well as the economic opportunity for the community of Sherwood (and the Portland Metropolitan Area as a whole). It should be noted that I have been monitoring the following potential expansion areas outside of Sherwood West:

- While there are lands in Hillsboro that were approved for industrial expansion, I personally have worked on +/-30 projects in that area over the past 18 months and know that every parcel is spoken for by a developer or users (all the way out to Jackson School Road where the UGB boundary lies). Thus, Hillsboro does not provide a substantive supply relief option.
- North Plains voters rejected expansion plans in May 2024, again providing no relief to the Portland Metropolitan area's industrial land shortage.
- On the east side, there are many transportation projects and funding constraints preventing parcels along Highway 212 from development based upon information I have gathered from multiple appraisal assignments. Again, the east side of Interstate 5 does not provide substantive supply relief options.
- Furthermore, it is frustrating to watch the growth that Vancouver and Clark County are experiencing (and benefiting) from our businesses and companies relocating across the Willamette River for a variety of reasons including supply constraints. While that Southwest Washington submarket is soaring, the Portland Metropolitan area is losing business, jobs, and tax revenue which I believe can be partially offset by suburban land supply creation in Sherwood West.

- I want to point out that supply is constrained with hardly any fully served industrial sites. I was shocked to recently observe offers on a property that would take +/-5 years to simply perform site work (grading and utilities) to bring online for building construction.

Similarly, Sherwood has a shortage of residential housing supply which results in the available supply being significantly priced (upward pressure) and therefore unaffordable to many. I am a paid SSD employee (Football Coach) and volunteer on the Sherwood Youth Football Association Board where I hear from many parents that home pricing in Sherwood is extreme and prevents friends and family from moving to the area. Considering the planning and positioning of the Sherwood School District (which is one of the best in the state) to provide facilities that can accommodate substantive student growth, as well as surrounding lands that can support residential development, it is critical to increase residential land supply to maximize the Sherwood School District facilities and alleviate residential housing price affordability.

Lastly, and most critically, the recent roadway infrastructure improvements at two of Sherwood primary intersections (Sunset Blvd/Elwert Rd/Highway 99W and Roy Rogers Rd/Tualatin-Sherwood Rd/Highway 99WW) as well as the commuting routes of Roy Rogers Road and Tualatin-Sherwood Road, position both employment and residential users to benefit from urban expansion areas.

In closing, I believe that the community is well positioned from an infrastructure standpoint to support these expansion plans. Furthermore, expansion as proposed will strengthen the existing community and provide a highly desirable opportunity to work/live for the Portland Metropolitan area.

Therefore, I urge the Metro Council to approve the Sherwood West Concept Plan as proposed. Thank you for reading my testimony, your consideration of this matter is very much appreciated.

Sincerely,

David E. Balfour, MAI
[redacted]
Sherwood, OR 97140
Email: [redacted]
[redacted]

Miriam Hanes

From: Dave Balfour <[redacted]>
Sent: Tuesday, August 20, 2024 1:23 PM
To: Metro 2040
Subject: [External sender]Sherwood West Concept Plan Proposal - Written Testimony
Attachments: Dave Balfour Written Testimony.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hello,

Please see my written testimony regarding the Sherwood West Concept Plan Proposal. Let me know if you have any questions or need additional information.

David E. Balfour, MAI
The Valuation Group
[redacted]
Sherwood, Oregon 97140
P: [redacted]
This message was sent via voice text. Please forgive typographical errors.

Miriam Hanes

From: Brittni Beers <[redacted]>
Sent: Thursday, August 15, 2024 6:19 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Opposition to Sherwood West UGB Expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Brittni Beers-Branco

Sent from my iPhone

Miriam Hanes

From: Hella Betts <[redacted]>
Sent: Friday, January 26, 2024 11:08 AM
To: 2040
Subject: [External sender]Metro decision on a UGB expansion request end of this year (2024) Sherwood, OR

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good Morning Metro:

As a property owner of 13 acres on 19945 & 19525 SW Kruger Rd, Sherwood, Or - outside of the UGB, I strongly support to be included in the UGB. We are directly behind the new Sherwood High School with a "turn around intersection of Elwert and Kruger which causes traffic going from Newberg to Hillsboro. The congestion from the High School Literally makes the case for growth, road improvement, local businesses so students do not have to use cars to cross 99W. Sherwood is the "gateway to the coast and wine country" it would be SAD to be like Tigard and just be a "drive though".

This also could be a promotion advertising to come to "OREGON as a DESTINATION".

Thank you,
Hella Betts
[redacted]
Sherwood, OR 97140

August 9, 2024

Metro Councilor Christine Lewis
(via email)

Dear Councilor Lewis:

I am writing on behalf of the Borland Property Owners Association, which represents owners located along I-205 and south of the Tualatin River (map attached) – and which has been in "Urban Reserves" for many years. It is part of the largest area within Metro's boundary that is Urban Reserves, and it is the only formerly Tier 1 Urban Reserve not yet within a UGB. Our comments focus on the need for housing, recognizing that there also is a significant market need for business/industrial land.

Metro's Draft Urban Growth Report (DUGR) as presented to Council is not merely a statistical exercise. It is in fact a package of major policy decisions that should be rigorously discussed by the Council in open, regularly scheduled Council meetings and only after that voted upon.

The DUGR appears against a backdrop of what is widely described as a housing crisis: A shortage of tens of thousands of units of housing that is affordable to working Oregonians, as well as a severe shortage of housing accessible with either direct or indirect subsidies.

In summary, we have a large supply-demand imbalance. Lack of supply has driven Portland-area costs well above comparably sized, successful cities. For example, based on National Association of Realtors sale price data from Q1 2024 (attached):

- Charlotte, North Carolina, is about 10% larger than Portland but its housing costs are about 20% less.
- Pittsburgh is of comparable size and its housing costs are about 42% of those of Portland.
- Even Phoenix, Arizona, is nearly twice Portland's size by population and yet its housing costs are about 10% less.

All these areas are prosperous, desirable places to live – and are more affordable than Metro Portland.

This crisis prompted Metro to go to the ballot and get approval for an income tax to pay for housing subsidies, and it has prompted the Legislature and Governors to collaborate on passage of major housing measures in recent years.

And yet there has been little movement of Metro-controlled urban growth boundaries, the most tangible means by which Metro can increase the supply of legally buildable land and by doing so mitigate costs. If we really are in the midst of a housing crisis, then moving UGBs should be part of the action plan to counter it.

[redacted] Portland, Oregon 97229 [redacted] · [redacted]

Our problem has become a negative flywheel feeding on itself: Excessive costs discourage in-migration necessary to make up for the macro trend of an aging native population, primarily driven by the Baby Boom generation and decreasing family sizes among following generations. An aging population leads toward economic stagnation and limited opportunity for the working-age population.

While Metro cannot realistically change the macro aging trend among the native population, in-migration is well within Metro's policy influence. It is not merely a matter of picking a high, medium, or low in-migration projection. *The policy choice before the Metro Council is whether to encourage in-migration*. It can do so by greatly expanding the supply of housing land.

The DUGR also makes highly questionable assumptions about acceptable density. While noting that younger people are willing or even desire to live in dense multifamily housing, it fails to note that many of today's 20-somethings soon will be 30-somethings with young families seeking single-family homes with a yard. If Metro expands UGBs now, then the housing they likely will desire could be reasonably available within 10 years.

The report also notes increasing amounts of dense or attached single-family housing such as multistory townhouses, and projects proportionately more such housing *without acknowledging the growing need of the older component of the population for single-level housing*.

Metro has a responsibility to meet these needs, which cannot be met entirely by infill and redevelopment. It cannot meet its responsibility to provide for sufficient legally developable land by merely ratifying a report that, despite its earnest statistical analysis, is a series of guesses tilted toward a slow- or no-growth policy choice.

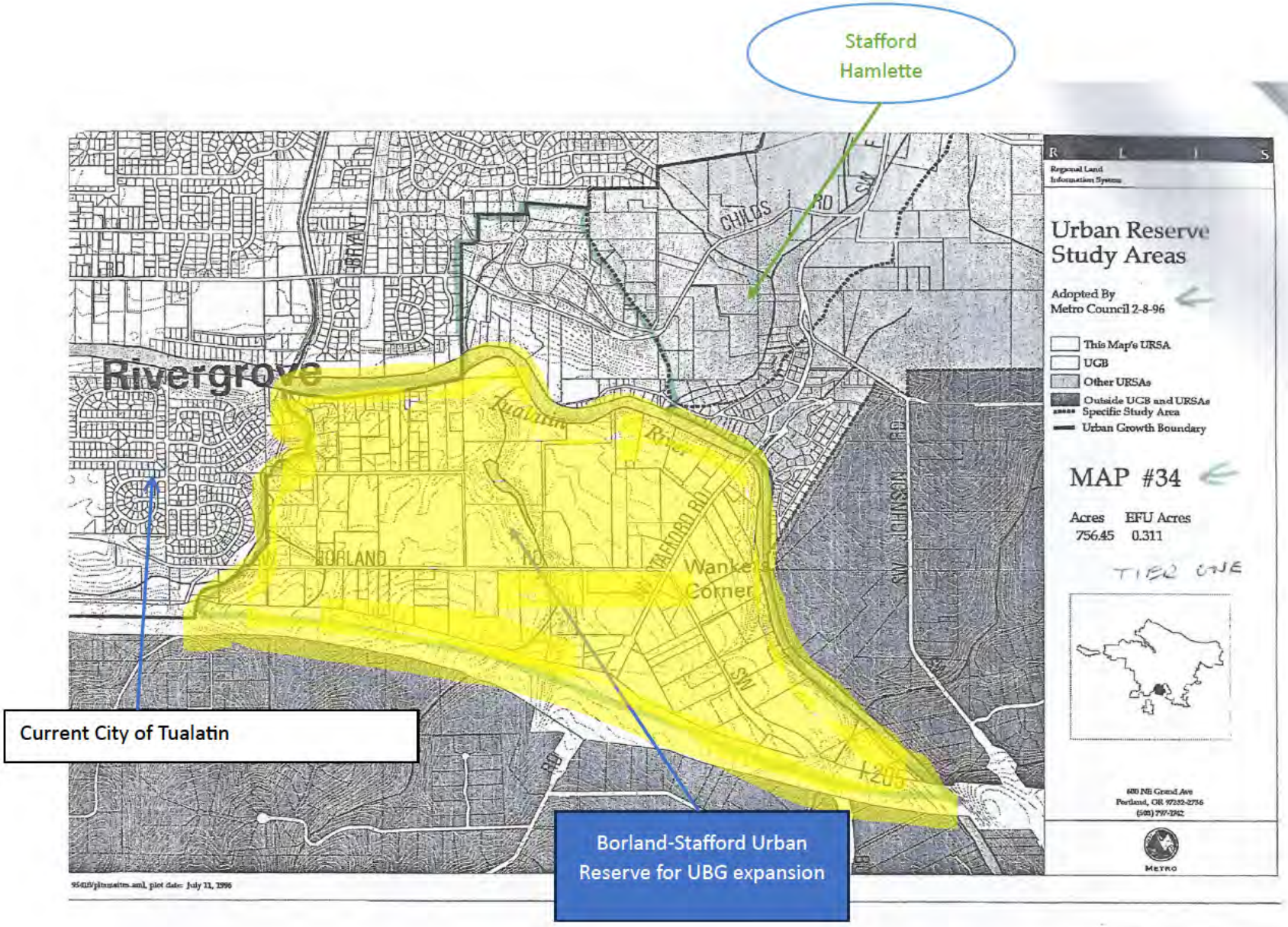
Borland can be part of the solution and help Metro meet its statutory responsibility. Based on consultation with civil engineers and developers over many years, we are confident that the developable acreage in Borland easily could accommodate approximately 1,500 units of mixed types of housing, along with an adequate supporting retail center. Its existing access to I-205 and major arterials, with improvements, make it an ideal location from which to commute to jobs along the I-205 and I-5 corridors.

To have the deepest, broadest impact on metropolitan Portland's shortage of both housing and industrial land, Metro must make bold policy decisions like bringing Borland out of Reserves and into a developable UGB.

Best regards,



Tom Holt
for Borland Property Owners Association


Stafford
Hamlette
Rivergrove
Tualatin River
BORLAND RD
Wanker Corner
CHILDS RD
SW
Urban Reserve
Study Areas
Adopted By
Metro Council 2-8-96
This Map's URSA
UGB
Other URSAs
Outside UGB and URSAs
Specific Study Area
Urban Growth Boundary
MAP #34
Acres EFU Acres
756.45 0.311
TIER ONE
Current City of Tualatin
Borland-Stafford Urban
Reserve for UBG expansion

National Association of REALTORS®
Median Sales Price of Existing Single-Family Homes for Metropolitan Areas

CBSA Code	Metropolitan Area	2021	2022	2023 r	2023 I	2023 II	2023 III	2023 IV r	2024 I p	Q1-Q1 %Chya
					(Not Seasonally Adjusted, 000s)					
	U S	357 1	392 8	394 1	371 0	402 5	406 3	391 3	389 4	5 0%
	NE	394 1	426 0	444 4	394 1	452 6	467 7	441 0	437 6	11 0%
	MW	263 3	281 9	290 8	263 6	301 2	304 6	282 3	283 1	7 4%
	SO	317 5	359 5	362 0	345 9	367 6	367 9	359 4	357 3	3 3%
	WE	558 8	617 1	602 6	559 3	609 5	623 2	609 3	600 3	7 3%
40980	Saginaw, MI	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
41940	San Jose-Sunnyvale-Santa Clara, CA	1640 0	1797 8	1765 0	1618 4	1800 0	1850 0	1750 3	1840 0	13 7%
11244	Anaheim-Santa Ana-Irvine, CA	1099 0	1235 0	1260 0	1195 5	1250 0	1305 0	1299 5	1365 0	14 2%
41860	San Francisco-Oakland-Hayward, CA	1320 0	1350 0	1272 5	1140 0	1335 0	1300 0	1251 0	1300 0	14 0%
46520	Urban Honolulu, HI	996 2	1126 7	1055 9	1029 0	1060 7	1061 9	1069 4	1085 8	5 5%
41740	San Diego-Carlsbad, CA	830 0	911 0	931 2	880 0	942 4	978 5	931 6	981 0	11 5%
42020	San Luis Obispo-Paso Robles, CA	762 1	889 3	888 6	850 2	890 9	889 9	912 1	909 3	7 0%
37100	Oxnard-Thousand Oaks-Ventura, CA	980 2	896 9	903 3	844 8	904 9	921 5	916 8	908 7	7 6%
41500	Salinas, CA	886 6	899 2	933 4	863 9	915 6	945 3	993 9	899 2	4 1%
34940	Naples-Immokalee-Marco Island, FL	645 0	782 0	790 0	777 0	850 0	770 0	755 0	850 0	9 4%
31084	Los Angeles-Long Beach-Glendale, CA	801 3	849 4	833 4	746 8	789 4	897 6	884 4	823 0	10 2%
14500	Boulder, CO	782 7	857 8	857 2	836 9	871 2	857 8	849 4	822 4	-1 7%
42660	Seattle-Tacoma-Bellevue, WA	698 6	756 2	735 0	699 3	760 8	744 3	732 2	755 3	8 0%
14460	Boston-Cambridge-Newton, MA-NH	642 2	685 6	714 0	644 4	734 2	745 1	704 7	704 7	9 4%
12700	Barnstable Town, MA	617 8	683 0	715 4	672 7	711 5	731 0	737 8	701 7	4 3%
35004	Nassau County-Suffolk County, NY	635 1	670 8	683 5	653 2	673 4	702 3	696 6	695 9	6 5%
35614	New York-Jersey City-White Plains, NY-NJ	535 8	589 2	623 9	560 2	608 8	650 5	659 2	663 1	18 4%
35620	New York-Newark-Jersey City, NY-NJ-PA	561 0	607 6	636 9	577 3	629 0	665 0	659 3	659 2	14 2%
14860	Bridgeport-Stamford-Norwalk, CT	630 0	657 7	694 1	600 7	722 4	728 5	681 9	658 1	9 6%
19740	Denver-Aurora-Lakewood, CO	607 1	670 1	661 0	636 1	674 5	673 0	652 3	651 0	2 3%
42140	Santa Fe, NM	535 5	610 3	638 7	608 7	641 0	669 4	629 7	631 1	3 7%
33100	Miami-Fort Lauderdale-West Palm Beach, FL	480 0	557 5	593 0	560 0	605 0	602 5	600 0	625 0	11 6%
35084	Newark, NJ-PA	512 3	563 3	621 7	513 4	635 6	672 7	628 4	610 1	18 8%
39900	Reno, NV	531 8	596 6	585 8	535 8	585 8	608 0	599 0	605 9	13 1%
22660	Fort Collins, CO	514 3	610 0	611 2	590 4	628 9	622 1	586 1	604 5	2 4%
47900	Washington-Arlington-Alexandria, DC-VA-MD-WV	544 3	585 0	602 7	557 2	629 0	612 6	591 7	600 2	7 7%
40140	Riverside-San Bernardino-Ontario, CA	510 0	565 0	565 0	550 0	570 0	565 0	565 5	579 9	5 4%
38900	Portland-Vancouver-Hillsboro, OR-WA	536 4	591 0	584 8	556 8	599 4	593 4	579 4	574 0	3 1%
41100	St George, UT	462 7	583 2	537 6	512 2	548 0	541 9	541 6	554 8	8 3%
41620	Salt Lake City, UT	486 1	569 1	542 2	522 7	546 9	554 5	541 0	551 2	5 5%
40900	Sacramento--Roseville--Arden-Arcade, CA	500 0	540 0	527 1	500 0	530 0	542 0	535 0	533 9	6 8%
38860	Portland-South Portland, ME	418 1	473 0	505 1	462 8	538 7	528 0	495 5	512 4	10 7%
35840	North Port-Sarasota-Bradenton, FL	405 0	505 6	510 0	500 0	525 0	515 0	499 9	510 0	2 0%
31700	Manchester-Nashua, NH	412 6	466 0	485 3	441 9	489 5	505 6	486 8	508 4	15 0%
39340	Provo-Orem, UT	475 7	569 1	510 5	492 6	520 3	532 7	500 9	507 4	3 0%
24540	Greeley, CO	453 0	489 3	484 9	471 7	489 0	491 7	484 5	482 6	2 3%
36260	Ogden-Clearfield, UT	417 8	483 0	475 1	451 9	485 6	481 7	478 6	482 1	6 7%
14260	Boise City-Nampa, ID	468 6	491 6	474 0	440 7	480 8	485 9	478 1	471 5	7 0%
39300	Providence-Warwick, RI-MA	396 1	440 9	460 9	417 0	462 3	480 1	467 5	470 7	12 9%
38060	Phoenix-Mesa-Scottsdale, AZ	415 4	477 9	459 6	439 7	464 2	467 2	466 5	470 5	7 0%
12420	Austin-Round Rock, TX	488 6	555 4	481 2	467 9	496 3	485 7	466 4	466 7	-0 3%
29820	Las Vegas-Henderson-Paradise, NV	397 0	466 4	450 4	431 4	449 6	460 6	459 6	465 4	7 9%
21660	Eugene, OR	417 1	463 9	465 4	451 0	475 4	476 9	450 4	462 7	2 6%
20524	Dutchess County-Putnam County, NY	397 0	431 8	440 3	397 0	434 7	460 1	457 0	454 1	14 4%
48900	Wilmington, NC	355 3	410 1	441 5	416 5	439 4	456 5	447 5	453 7	8 9%
15540	Burlington-South Burlington, VT	389 2	442 2	471 1	429 5	486 5	478 1	468 9	448 9	4 5%
17820	Colorado Springs, CO	432 9	463 4	460 4	444 7	467 1	466 3	459 3	448 8	0 9%
41420	Salem, OR	411 1	451 7	452 7	453 7	451 0	456 2	449 7	446 0	-1 7%
31540	Madison, WI	361 5	392 7	417 9	397 9	429 2	428 3	403 7	445 3	11 9%
11700	Asheville, NC	378 6	426 9	456 6	435 2	456 0	463 5	466 6	444 7	2 2%
11460	Ann Arbor, MI	348 8	373 8	435 3	398 0	485 0	448 0	410 0	440 9	10 8%
20500	Durham-Chapel Hill, NC	397 9	453 6	468 3	412 6	495 5	483 2	460 0	440 9	6 9%
39580	Raleigh, NC	392 8	455 3	459 9	420 0	471 6	478 6	461 2	439 8	4 7%
30860	Logan, UT-ID	364 2	441 6	431 7	441 9	440 6	421 0	424 3	436 1	-1 3%
42680	Sebastian-Vero Beach, FL	325 0	375 0	387 5	384 0	412 0	373 4	385 0	435 8	13 5%
36740	Orlando-Kissimmee-Sanford, FL	356 9	420 0	434 0	419 9	435 0	436 5	442 0	435 0	3 6%
49340	Worcester, MA-CT	371 7	409 1	436 6	387 6	452 0	456 5	434 3	430 9	11 2%
28420	Kennewick-Richland, WA	380 9	440 3	428 4	425 4	428 9	433 6	422 8	426 9	0 4%
38940	Port St Lucie, FL	332 0	400 0	409 9	391 5	410 0	413 6	420 0	425 0	8 6%
40060	Richmond, VA	342 8	374 0	393 0	362 3	395 0	401 7	412 8	425 0	17 3%
16700	Charleston-North Charleston, SC	375 2	416 1	423 2	406 0	430 2	421 5	429 0	421 4	3 8%

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	Metropolitan Area	2021	2022	2023 r	2023 I	2023 II	2023 III	2023 IV r	2024 I p	Q1-Q1 %Chya
					(Not Seasonally Adjusted, 000s)					
15980	Cape Coral-Fort Myers, FL	360 0	430 0	420 0	434 0	439 0	405 0	400 0	415 0	-4 4%
11260	Anchorage, AK	380 6	408 4	423 9	395 6	441 0	437 2	400 8	412 0	4 1%
28740	Kingston, NY	346 6	379 7	401 1	358 9	394 5	427 1	421 8	411 1	14 5%
23420	Fresno, CA	370 0	410 0	410 0	390 0	420 0	420 0	405 0	410 0	5 1%
23580	Gainesville, GA	345 0	393 9	401 5	383 5	420 4	401 5	398 7	405 8	5 8%
44060	Spokane-Spokane Valley, WA	382 1	423 9	412 7	383 4	424 4	433 2	397 6	405 4	5 7%
45300	Tampa-St Petersburg-Clearwater, FL	330 0	400 0	405 0	390 0	409 9	415 0	410 0	405 2	3 9%
34980	Nashville-Davidson--Murfreesboro--Franklin, TN	349 5	403 7	401 5	385 8	401 3	413 6	405 3	404 3	4 8%
18880	Crestview-Fort Walton Beach-Destin, FL	384 1	420 0	410 0	400 0	432 0	407 0	394 6	399 0	-0 2%
16740	Charlotte-Concord-Gastonia, NC-SC	354 1	397 7	398 0	387 2	403 1	406 9	395 1	398 3	2 9%
17020	Chico, CA	419 8	439 6	409 2	387 4	412 9	424 7	407 0	397 0	2 5%
27260	Jacksonville, FL	325 0	386 5	389 4	370 0	390 9	390 0	392 7	390 0	5 4%
46060	Tucson, AZ	331 2	371 9	377 1	362 6	383 3	381 6	378 8	389 7	7 5%
12580	Baltimore-Columbia-Towson, MD	358 1	378 2	388 6	357 8	399 8	406 3	383 9	385 0	7 6%
45940	Trenton, NJ	353 7	367 8	398 8	338 8	409 4	434 2	419 7	380 4	12 3%
39460	Punta Gorda, FL	315 0	388 9	375 0	378 0	380 0	374 4	371 0	379 8	0 5%
19100	Dallas-Fort Worth-Arlington, TX	336 7	385 5	381 9	372 4	389 8	385 7	376 2	377 7	1 4%
33460	Minneapolis-St Paul-Bloomington, MN-WI	354 8	375 4	379 9	361 5	386 7	387 9	374 0	373 5	3 3%
12020	Athens-Clarke County, GA	293 1	349 4	369 8	349 9	385 4	366 9	371 7	372 9	6 6%
12540	Bakersfield, CA	323 2	364 6	370 4	358 9	371 9	383 3	367 3	370 3	3 2%
37340	Palm Bay-Melbourne-Titusville, FL	305 0	356 4	359 0	350 0	360 0	365 0	360 0	370 0	5 7%
12060	Atlanta-Sandy Springs-Marietta, GA	317 2	365 1	370 0	354 3	376 5	379 2	366 9	369 2	4 2%
34820	Myrtle Beach-Conway-North Myrtle Beach, SC-NC	294 0	364 3	366 5	368 4	368 3	366 7	362 5	366 1	-0 6%
35300	New Haven-Milford, CT	300 0	339 0	356 9	314 8	365 8	373 1	363 7	364 9	15 9%
19660	Deltona-Daytona Beach-Ormond Beach, FL	290 0	349 9	355 0	345 0	355 0	357 0	362 4	360 0	4 3%
23540	Gainesville, FL	299 6	340 0	354 0	335 5	366 0	360 0	344 0	354 4	5 6%
33340	Milwaukee-Waukesha-West Allis, WI	319 0	345 3	372 4	339 6	387 4	386 1	359 0	354 0	4 2%
16940	Cheyenne, WY	320 6	354 7	360 9	341 2	363 2	376 1	359 4	351 7	3 1%
28940	Knoxville, TN	279 0	325 1	341 3	323 0	342 4	350 6	346 9	351 2	8 7%
37460	Panama City, FL	298 5	353 6	365 0	365 0	370 0	366 6	361 9	351 0	-3 8%
25540	Hartford-West Hartford-East Hartford, CT	297 8	325 8	355 9	314 9	357 8	375 1	358 2	350 4	11 3%
16980	Chicago-Naperville-Elgin, IL-IN-WI	330 4	345 6	351 2	321 0	362 6	365 1	343 3	349 3	8 8%
22220	Fayetteville-Springdale-Rogers, AR-MO	271 2	329 2	346 9	328 8	356 0	349 3	347 5	342 7	4 2%
37980	Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	305 0	333 1	349 8	315 3	352 9	368 5	353 5	342 5	8 6%
10740	Albuquerque, NM	292 5	336 6	353 3	335 2	361 4	363 2	348 7	341 8	2 0%
49420	Yakima, WA	327 1	352 1	350 6	335 7	356 7	354 3	349 6	341 5	1 7%
35980	Norwich-New London, CT	296 0	326 4	345 9	310 1	345 9	361 4	353 9	337 0	8 7%
47260	Virginia Beach-Norfolk-Newport News, VA-NC	285 0	323 9	334 4	313 2	339 7	344 5	335 0	336 5	7 4%
26420	Houston-The Woodlands-Sugar Land, TX	304 1	345 0	340 3	327 0	348 3	345 6	336 6	334 1	2 2%
44140	Springfield, MA	287 5	318 1	336 2	296 0	336 0	355 1	337 8	333 7	12 7%
29460	Lakeland-Winter Haven, FL	270 0	335 0	334 4	329 0	335 9	335 0	335 6	333 3	1 3%
40340	Rochester, MN	291 2	319 0	319 8	303 8	332 7	315 6	316 5	331 3	9 1%
12100	Atlantic City-Hammonton, NJ	293 3	319 2	318 5	288 7	317 5	336 9	328 8	330 9	14 6%
17860	Columbia, MO	255 0	288 9	304 1	290 6	310 1	316 4	294 8	329 0	13 2%
24860	Greenville-Anderson-Mauldin, SC	279 1	322 3	335 5	310 0	333 9	340 4	351 8	326 9	5 5%
24340	Grand Rapids-Wyoming, MI	267 7	297 7	317 8	290 5	330 3	329 4	309 2	325 4	12 0%
20100	Dover, DE	283 8	304 1	318 0	294 7	323 3	333 4	313 6	323 6	9 8%
10900	Allentown-Bethlehem-Easton, PA-NJ	266 4	297 2	326 6	298 0	330 7	338 2	325 1	321 8	8 0%
43620	Sioux Falls, SD	269 5	314 3	325 9	286 1	341 4	333 6	322 5	321 3	12 3%
15500	Burlington, NC	250 5	307 8	317 2	304 6	313 2	327 9	320 2	320 9	5 4%
37860	Pensacola-Ferry Pass-Brent, FL	281 0	325 0	324 0	319 9	330 0	325 0	317 3	320 0	0 0%
29540	Lancaster, PA	260 6	292 1	313 7	279 7	318 8	327 8	320 5	318 3	13 8%
39380	Pueblo, CO	286 7	305 3	308 5	312 4	307 0	309 5	304 7	314 8	0 8%
26620	Huntsville, AL	280 4	324 9	324 2	313 6	324 3	325 2	333 5	313 9	0 1%
28140	Kansas City, MO-KS	279 2	309 5	320 1	291 0	333 9	328 8	315 8	308 6	6 0%
18140	Columbus, OH	274 1	301 1	312 7	284 7	327 5	323 4	307 1	306 6	7 7%
41700	San Antonio-New Braunfels, TX	291 2	337 7	326 8	320 5	334 1	332 1	315 7	305 8	-4 6%
45220	Tallahassee, FL	273 7	310 0	323 3	305 0	332 0	326 2	322 0	305 0	0 0%
27740	Johnson City, TN	231 5	263 6	288 4	253 9	294 3	301 5	292 5	302 9	19 3%
16860	Chattanooga, TN-GA	255 3	290 0	296 2	281 8	297 4	313 1	293 2	302 3	7 3%
26980	Iowa City, IA	258 1	277 8	292 5	271 6	297 7	301 5	286 7	302 1	11 2%
26900	Indianapolis-Carmel-Anderson, IN	260 5	294 6	305 2	289 3	311 2	316 4	300 1	300 1	3 7%
38340	Pittsfield, MA	302 4	326 0	331 9	287 4	287 4	353 1	349 9	300 0	4 4%
17420	Cleveland, TN	248 7	290 3	301 0	285 3	301 9	322 2	290 3	297 3	4 2%
49180	Winston-Salem, NC	235 6	280 5	289 9	277 0	292 2	299 4	287 8	295 8	6 8%
13820	Birmingham-Hoover, AL	271 2	303 9	301 1	276 5	315 8	310 2	301 9	295 0	6 7%
35100	New Bern, NC	221 9	252 3	281 0	250 5	301 4	282 1	283 8	293 7	17 2%
43900	Spartanburg, SC	235 4	272 3	289 8	278 7	291 1	295 1	294 6	292 7	5 0%
13900	Bismarck, ND	273 7	271 0	277 0	258 5	277 4	293 0	269 6	290 0	12 2%
25180	Hagerstown-Martinsburg, MD-WV	245 4	271 9	286 0	264 4	293 2	289 3	290 7	288 4	9 1%

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	Metropolitan Area	2021	2022	2023 r	2023 I	2023 II	2023 III	2023 IV r	2024 I p	Q1-Q1
					(Not Seasonally Adjusted, 000s)					%Chya
19780	Des Moines-West Des Moines, IA	258 2	274 9	288 0	265 3	296 6	297 6	282 6	288 0	8 6%
24580	Green Bay, WI	234 5	259 4	289 8	257 6	296 4	305 2	282 6	288 0	11 8%
36540	Omaha-Council Bluffs, NE-IA	242 0	272 6	290 0	274 1	297 5	297 8	282 3	286 1	4 4%
36100	Ocala, FL	230 0	280 0	285 0	279 9	287 1	286 0	289 0	285 3	1 9%
11540	Appleton, WI	241 0	263 9	284 6	274 9	284 7	293 3	279 5	284 9	3 6%
43300	Sherman-Denison, TX	254 2	277 1	282 9	256 1	296 2	288 5	285 2	284 6	11 1%
24660	Greensboro-High Point, NC	228 6	270 3	282 4	266 2	287 0	287 7	286 3	283 8	6 6%
30700	Lincoln, NE	245 1	273 1	288 6	275 0	292 7	295 9	286 2	283 0	2 9%
25860	Hickory-Lenoir-Morganton, NC	231 2	257 3	285 4	271 6	284 0	299 2	284 5	282 9	4 2%
22020	Fargo, ND-MN	255 9	283 8	288 9	267 9	300 8	290 2	284 5	282 5	5 4%
10580	Albany-Schenectady-Troy, NY	257 6	279 6	296 6	259 8	296 3	313 2	307 4	281 4	8 3%
17140	Cincinnati, OH-KY-IN	243 4	263 0	282 0	252 2	294 2	293 3	278 2	280 6	11 3%
35380	New Orleans-Metairie, LA	268 1	285 6	275 9	265 2	287 1	281 5	263 3	277 7	4 7%
40220	Roanoke, VA	244 5	267 7	278 2	266 7	284 2	283 1	277 7	276 0	3 5%
22140	Farmington, NM	215 7	248 0	259 7	240 7	251 5	273 8	265 9	274 9	14 2%
39540	Racine, WI	228 2	250 2	262 0	230 4	258 3	272 9	274 9	274 1	19 0%
32820	Memphis, TN-MS-AR	248 7	271 6	274 5	268 6	287 9	280 0	255 8	272 4	1 4%
17900	Columbia, SC	233 2	269 9	273 3	262 8	277 6	276 9	273 0	268 4	2 1%
14540	Bowling Green, KY	236 4	256 5	272 6	249 2	275 8	274 9	283 9	267 2	7 2%
30460	Lexington-Fayette, KY	224 2	242 5	257 8	242 2	261 3	265 1	258 8	267 0	10 2%
18580	Corpus Christi, TX	250 0	273 4	273 7	263 7	274 9	279 5	276 3	266 6	1 1%
19460	Decatur, AL	204 2	234 1	247 0	240 5	245 8	263 1	238 4	262 6	9 2%
31140	Louisville/Jefferson County, KY-IN	235 6	254 2	263 8	246 0	270 9	271 9	262 3	262 0	6 5%
13980	Blacksburg-Christiansburg, VA	250 2	272 2	284 9	255 7	308 4	295 2	271 2	261 6	2 3%
12940	Baton Rouge, LA	249 4	269 2	264 7	262 9	268 6	263 7	262 9	260 0	-1 1%
10180	Abilene, TX	215 4	239 0	240 1	238 2	235 1	253 3	234 6	258 4	8 5%
39740	Reading, PA	216 2	234 0	259 8	231 8	267 5	271 2	261 0	258 0	11 3%
21340	El Paso, TX	200 8	237 1	240 6	224 2	221 8	254 6	261 8	257 7	14 9%
47580	Warner Robins, GA	214 8	239 3	258 4	253 0	254 5	267 6	255 5	257 1	1 6%
27340	Jacksonville, NC	203 8	237 6	258 8	243 5	265 2	265 2	257 8	253 3	4 0%
49620	York-Hanover, PA	221 0	240 8	258 7	242 5	265 8	264 9	256 4	253 1	4 4%
25420	Harrisburg-Carlisle, PA	219 3	239 1	252 6	230 6	250 7	268 2	254 5	252 4	9 5%
36420	Oklahoma City, OK	194 2	223 4	243 8	227 3	247 6	251 2	243 3	251 0	10 4%
28700	Kingsport-Bristol-Bristol, TN-VA	191 4	223 3	255 6	237 8	257 6	261 8	260 3	250 5	5 3%
46140	Tulsa, OK	221 6	242 3	254 3	238 8	262 0	258 7	255 5	250 0	4 7%
23844	Gary-Hammond, IN	223 3	247 1	253 8	236 9	260 9	259 1	254 8	249 3	5 2%
41180	St Louis, MO-IL	226 1	245 3	254 4	231 1	266 2	268 6	243 7	241 1	4 3%
22180	Fayetteville, NC	189 8	217 9	234 0	220 3	239 8	240 1	233 2	240 2	9 0%
19820	Detroit-Warren-Deaborn, MI	245 7	250 9	251 1	227 0	265 3	266 6	241 5	240 0	5 7%
19380	Dayton, OH	193 1	212 3	238 1	206 3	234 8	251 8	240 7	237 5	15 1%
44180	Springfield, MO	198 6	231 9	240 6	225 3	247 0	246 6	238 7	236 9	5 1%
24020	Glens Falls, NY	231 1	245 9	252 6	229 5	225 5	274 3	278 4	236 2	2 9%
30980	Longview, TX	210 5	239 7	240 8	232 5	243 8	245 2	240 6	234 8	1 0%
20260	Duluth, MN-WI	218 9	233 2	254 3	217 7	276 3	263 1	243 4	234 5	7 7%
14010	Bloomington, IL	184 3	208 8	231 5	196 9	239 0	243 4	230 4	233 3	18 5%
23060	Fort Wayne, IN	189 9	214 1	228 3	205 4	236 6	239 3	222 2	232 7	13 3%
22540	Fond du Lac, WI	177 0	190 9	233 9	187 7	243 4	238 6	224 4	232 2	23 7%
31180	Lubbock, TX	206 9	229 8	229 1	222 4	231 7	230 2	230 1	230 4	3 6%
15380	Buffalo-Cheektowaga-Niagara Falls, NY	209 9	230 0	240 5	206 8	236 8	260 6	243 5	229 7	11 1%
36780	Oshkosh-Neenah, WI	192 8	220 2	249 1	218 9	251 4	261 5	248 0	227 2	3 8%
11100	Amarillo, TX	202 1	218 4	222 9	210 2	223 6	230 7	225 7	222 9	6 0%
22500	Florence, SC	183 2	206 8	215 2	204 0	208 2	230 5	217 3	222 0	8 8%
13140	Beaumont-Port Arthur, TX	199 7	214 7	210 9	209 7	214 8	212 3	199 4	220 7	5 2%
48620	Wichita, KS	191 2	209 4	216 2	203 9	220 7	224 3	210 6	219 9	7 8%
27140	Jackson, MS	220 2	241 6	224 8	218 9	240 8	234 2	195 5	219 1	0 1%
33660	Mobile, AL	195 9	211 4	221 2	215 3	228 7	233 8	206 9	218 3	1 4%
43340	Shreveport-Bossier City, LA	196 4	213 6	216 0	215 6	224 8	210 5	211 2	213 6	-0 9%
40380	Rochester, NY	192 1	211 0	231 9	190 4	240 6	247 0	230 5	212 4	11 6%
25060	Gulfport-Biloxi-Pascagoulia, MS	192 1	213 8	220 8	205 3	229 2	222 4	219 1	210 8	2 7%
36980	Owensboro, KY	174 4	189 5	196 5	189 9	194 3	212 7	194 3	210 2	10 7%
29620	Lansing-East Lansing, MI	189 8	203 7	212 8	179 4	226 1	227 2	210 3	208 0	15 9%
38300	Pittsburgh, PA	205 5	213 5	216 3	191 0	225 9	231 1	210 2	207 1	8 4%
31420	Macon-Bibb, GA	180 0	213 1	215 4	201 8	219 9	219 2	215 1	206 8	2 5%
16020	Cape Girardeau, MO-IL	186 4	202 0	216 1	196 5	222 1	221 1	219 8	205 1	4 4%
16300	Cedar Rapids, IA	182 8	196 4	205 3	186 3	207 2	218 9	206 0	203 3	9 1%
30780	Little Rock-North Little Rock-Conway, AR	184 6	205 6	208 9	203 0	212 6	216 7	200 0	202 8	-0 1%
27900	Joplin, MO	158 7	177 7	183 9	173 4	188 3	193 6	181 3	201 7	16 3%
45060	Syracuse, NY	177 5	195 1	214 7	176 3	211 6	232 1	222 7	198 8	12 8%
33860	Montgomery, AL	189 5	198 7	201 4	185 4	214 2	210 2	193 4	198 1	6 9%
28100	Kankakee, IL	176 9	188 7	192 2	158 3	196 8	212 4	198 4	193 1	22 0%

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					(Not Seasonally Adjusted, 000s)					%Chya
17460	Cleveland-Elyria, OH	198 8	215 7	214 3	191 4	228 7	236 7	190 7	191 9	0 3%
48660	Wichita Falls, TX	158 6	178 6	187 6	183 6	193 3	176 6	196 9	188 9	2 9%
16580	Champaign-Urbana, IL	178 3	191 1	200 9	157 2	211 9	222 9	195 1	188 6	20 0%
10420	Akron, OH	179 8	196 7	196 4	172 7	206 0	220 3	181 5	185 7	7 5%
45820	Topeka, KS	169 2	179 0	190 3	172 1	194 6	199 6	192 3	183 9	6 9%
15940	Canton-Massillon, OH	168 8	175 0	187 9	178 1	188 8	199 8	180 1	183 3	2 9%
43780	South Bend-Mishawaka, IN-MI	173 0	194 9	196 6	183 0	200 7	209 4	189 5	180 0	-1 6%
40420	Rockford, IL	156 2	162 5	172 6	149 7	176 3	181 7	175 7	179 8	20 1%
11500	Anniston-Oxford, AL	154 7	164 8	178 8	160 3	180 0	184 2	188 9	179 1	11 7%
47940	Waterloo-Cedar Falls, IA	152 4	166 7	169 0	159 1	171 5	174 2	171 9	177 0	11 3%
16620	Charleston, WV	161 3	167 4	174 7	156 6	173 5	190 5	177 3	175 8	12 3%
19340	Davenport-Moline-Rock Island, IA-IL	152 3	160 4	170 3	146 8	179 8	178 8	168 1	168 6	14 9%
45780	Toledo, OH	158 5	167 2	174 1	156 0	177 2	184 2	175 0	165 5	6 1%
21500	Erie, PA	146 6	158 3	169 2	155 3	169 0	174 2	174 2	164 1	5 7%
44100	Springfield, IL	146 7	157 0	163 2	147 9	162 6	170 1	166 2	163 0	10 2%
13780	Binghamton, NY	145 5	152 4	162 2	141 8	160 0	173 7	167 1	158 9	12 1%
49660	Youngstown-Warren-Boardman, OH-PA	133 3	139 9	147 6	133 6	157 3	151 3	146 3	142 5	6 7%
19060	Cumberland, MD-WV	132 9	134 8	142 7	120 0	145 4	152 4	149 5	141 8	18 2%
21300	Elmira, NY	142 0	149 1	150 9	160 0	144 5	156 6	142 7	135 8	-15 1%
37900	Peoria, IL	130 5	138 2	148 4	128 6	156 6	157 5	144 2	127 2	-1 1%
19500	Decatur, IL	112 6	120 0	126 0	110 3	133 4	128 2	125 1	122 8	11 3%
78010	St Croix, Virgin Islands	319 4	347 0	342 5	289 0	340 0	300 0	379 5	335 0	15 9%

*All areas are metropolitan statistical areas (MSA) as defined by the US Office of Management and Budget though in some areas an exact match is not possible from the available data

MSAs include the named central city and surrounding areas and may not match local reporting due to differences in specification N/A Not Available p Preliminary r Revised

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Miriam Hanes

From: Eryn Kehe
Sent: Monday, August 12, 2024 11:50 AM
To: Miriam Hanes
Subject: FW: Borland Property Owners letter on UGR
Attachments: Stafford-Borland Map.pdf; metro-home-prices-q1-2024-ranked-median-single-family-2024-05-08.pdf; Councilor Lewis Urban Growth Report letter - Borland Property Owners.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

The three of these document together constitute a public comment to the draft UGR. Can you save as one PDF with the letter first and include in the record?

Eryn

Eryn Deeming Kehe, AICP | Metro | Urban Policy and Development Manager
My gender pronouns: she her, hers | [redacted]

From: Ramona Perrault <[redacted]
Sent: Monday, August 12, 2024 11:43 AM
To: Andy Shaw <[redacted]>; Eryn Kehe [redacted]>; Ted Reid [redacted]
Subject: FW: Borland Property Owners letter on UGR

Just keeping folks in the loop.

Ramona Perrault
Policy Advisor
Metro
600 NE Grand Avenue
Portland, OR 97232-2736
[redacted]

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---

From: Tom Holt <[redacted]>
Sent: Monday, August 12, 2024 10:16 AM
To: Christine Lewis [redacted]
Cc: Ramona Perrault [redacted]
Subject: [External sender]RE: Borland Property Owners letter on UGR

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Apologies for the additional email. I left out a pair of attachments. Complete package attached.

Tom Holt
[redacted]
Book a meeting: [redacted]

From: Tom Holt
Sent: Monday, August 12, 2024 9:51 AM
To: [redacted]
Cc: [redacted]
Subject: Borland Property Owners letter on UGR

Councilor Lewis –

Please see the attached letter on behalf of the Borland Property Owners Association.

Best regards,
Tom Holt
The Holt Company
Government & Public Affairs
[redacted]
To schedule meeting with me: [redacted]

Port of Portland

August 19, 2024

SENT VIA EMAIL AND US MAIL

Marissa Madrigal, Chief Operating Officer
Oregon Metro
600 NE Grand Ave.
Portland, OR 97232

RE: Comments on 2024 Draft Metro Urban Growth Report

Dear Ms. Madrigal:

Thank you for the opportunity to comment on the 2024 Draft Metro Urban Growth Report (Draft UGR) on behalf of the Port of Portland (Port).

The Port is a major industrial landowner in the region and active participant in economic development efforts statewide, such as the Governor's Semiconductor Competitiveness Task Force and Clean Tech Manufacturing Task Force. We are also active members of several Metro-convened policy committees, including the stakeholder roundtable convened to inform the 2024 growth management decision. Based on these perspectives, we have closely reviewed the Draft UGR, and submit the attached technical comments.

At a high level, we recognize the bounds of this exercise and appreciate the work Metro has done to provide insight into the process and invite a variety of perspectives. At the same time, we are concerned that industrial land demand is understated, and the effective supply is overstated. Readiness and viability for development rely on several factors beyond acerage alone, and we fear that identifying a surplus of supply without this realistic overlay could have negative policy implications by limiting much needed public and private investment in site readiness within the Urban Growth Boundary (UGB).

Creating opportunities to grow traded sector employment is essential to Oregon, which is dependent on income tax, as well as providing living wage jobs for residents. In addition, this finding impacts other important policy documents, such as the Regional Transportation Plan.

Given the importance of this topic to the region and the state, we look forward to working with Metro and other partners on processes to ensure an adequate supply of industrial land moving forward. Such partnerships could include revisiting Metro's 2040 Growth Concept to identify long term strategies to provide for an adequate industrial land supply, particularly for key traded sector industries. It would also be helpful for regional partners to update both the Site Readiness Toolkit and the Brownfields Inventory. Having this objective and current information, with mutually aligned methodology, will help us better craft and execute strategies aimed at our common economic development, land use and transportation goals.

Thank you again for the opportunity to engage and comment. Please let us know if you have questions or if you are interested in discussing any of these points in more detail.

Sincerely,

Teresa Carr,
Director, Business Development & Properties

Port of Portland

Port of Portland Technical Comments on Draft UGR

- Potential Underestimate of Land Demand: The cumulative impact of the assumption in Appendix 3 appears to be leading to an underestimate of land demand for specific use categories such as warehouse/distribution.
  - Appendix 3-assumptions about industrial building square footage appear to be too low. Several Port warehouse/distribution tenants have over 5000/sf per employee, underscoring a long-term trend toward automation and mechanization in the logistics industry.
  - Appendix 3-assumptions for industrial floor area ratio (FAR) of .25-.5 is likely too high, based on users that require extensive exterior storage and/or laydown areas, for example auto importers/exporters, ship repair and wind energy fabrication.
  - Appendix 3 Table 2 indicates that the distribution of building types for the Transportation, Warehouse & Utilities sector (NAICS 22,48- 49) is "31% Office, 6% Institution, 10% Flex/BP, 1% Gen Industrial, 43% Warehouse, 9% retail". Based on our experience, the assumed amount of warehouse building type for this sector should be much higher and certainly the majority of building space.

- Inventory Criteria: At the 7/17/24 MTAC meeting, Metro staff was asked about including industrial land with a 7% or greater slope in the inventory. A representative from Washington County noted that land with a 5% slope is typically used for industrial land inventories. When asked how much land would come out of the inventory if a 5% slope was used as the metric, Metro staff indicated "about 1,300 acres". This single correction would result in a 22% reduction of the purported 5,900 acres of industrial inventory identified in the Draft UGR.
  - Appendix 6 notes that the median size for industrial parcels in the assumed inventory is .6 acres, comprising a total of 1,934 acres. Parcels this small are not suitable for an industrial use even if they are zoned industrially. "Suitable" under OAR 660 means serviceable land designated for industri or other employment use that provides, or can be expected to provide the appropriate site characteristics for the proposed use. The implication is that likely hundreds of acres currently counted as part of the existing industrial land inventory in the Draft UGR may not be suitable for industrial purposes.

- Sherwood Expansion Proposal: The single expansion proposal under consideration for the 2024 growth management decision is from the City of Sherwood. The Port provided a letter in support of the proposal in March, 2024 and we continue our support. In particular, we support adding industrial land that could accommodate semiconductor and other traded sector industries. To ensure those lands are available for industrial use, Metro may want to consider amending the Title 4 map to apply a Regionally Significant Industrial Area (RSIA) designation. Further, while the Port is not opposed to the inclusion of "Hospitality" land per se, we feel this category (and the need for such land) should be better defined to avoid setting an unintended precedent.

- Future Urban Growth Decisions: Incorporate an Economic Opportunities Analysis (EOA)-based analysis of sector and business-district growth opportunities across distinct parts of the region. Also, de-link the demographic and employment forecasts by acknowledging the potential for additional in-migration based on traded sector job-growth opportunities. Providing additional incentives for communities on the edge of the UGB to undertake concept planning and provide infrastructure for future expansion areas, particularly for needed industrial land, is also recommended.

Miriam Hanes

From: Greene, Erika <[redacted]>
Sent: Tuesday, August 20, 2024 1:42 PM
To: Metro 2040
Subject: [External sender]Metro UGR_Port Comments
Attachments: UGR Port Comments.pdf

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The attached is being sent on behalf of:

Teresa Carr
Director, Business Development & Properties
Port of Portland

Thank you,

Erika Greene
Real Estate Assistant I Port of Portland
Business Development & Properties
she/her
e: [redacted]
p: [redacted]

Port of Portland

Miriam Hanes

From: Todd and Shannon Christiansen <[redacted]>
Sent: Wednesday, August 7, 2024 9:52 PM
To: Metro 2040
Subject: [External sender]Comments on City of Sherwood's UGB Expansion Proposal

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Dear MPAC, Metro Council and Metro,

We are writing with respect to the proposed Sherwood West Concept Plan ("Plan") that the City of Sherwood has submitted to Metro requesting an expansion of the Urban Growth Boundary by 1,291 acres. We have been homeowners in Sherwood since 2000, nearly 24 years and have a vested interest in seeing it grow in a positive way. This proposal is lacking in facts – both actual and demonstrated needs as well as supporting details for the costs of infrastructure and reality of job opportunities and should not be approved. During the past two years, we , and many others, have been vocal in our opposition to the Plan. We were quite surprised during the presentation to Metro on May 22, Tim Rosener (Sherwood Mayor) represented to the Council that there had been little to no organized public negative sentiment towards the expansion proposal. This is simply not true and is just one of many examples of anecdotal comments in the May 22 presentation to MPAC that were not supported by actual data and facts.

Our ask of the Council and Metro, as it considers the request in alignment with outlined legislation, purpose and protocol for UGB expansion requests, is to please Follow the Facts. The Sherwood West Concept Plan may appear to be an impressive package, however it represents the viewpoints and desires of politicians and land developers and not a demonstrated need for more developable land in Sherwood or the metro area as a whole.

- Survey 75%/85% respondents-Sherwood Residents- said NO to the expansion request.
- The data shows a need for housing for the city of Sherwood of only 600, while city of Sherwood's request ranges from 3,100 to 5,500.
- Population growth projections and data do not demonstrate need for the expansion. People are moving out of Portland Metro area to Washington state and other locations since 2020. While in 2018 it looked like the trend was to continue growth of 1.6%/year, it is clear that is steadily declining and is now 33% less than it was (2018 = 1.56%, 2024 = 1.04%). https://macrotrends.net/global-metrics/cities/23102/portland/population
- Infrastructure and Traffic impact from the Plan will likely be significant and expensive. The Plan greatly downplays and minimizes this critical issue. As an example, during the May 22 presentation it was represented that road improvements would improve Roy Rogers connection to I-5, when in fact a map will show they do not intersect. This is just one example of the glossing over, and misdirection of the Plan when very real issues are raised. Furthermore, system development charges for the proposed expanded area will be significant and make the housing itself expensive.
- There is no demonstrated NEED for a 1,291-acre expansion which is excessive especially in relation to the overall size of Sherwood today. Sherwood officials have justified and represented to its residents and concerned citizens that it is in the city of Sherwood's best interest to a) have a plan of record otherwise Metro will make a plan for Sherwood (is this true?), and b) to make a single request for as much land as possible.

- There will be significant impact to farm and forestland and a good portion of the requested expansion area is in protected areas and/or will cause runoff that impacts wildlife (can be seen on a map) and the additional pollution of so many cars and congestion on the road to get to jobs will further harm the environment.
- The planned housing will not be more affordable nor improve the homeless situation. Look at the actual cost of housing at nearby Cooper Mountain for a benchmark. A more viable solution could be turning existing vacant office real estate (which there is an abundance of) into low-income efficiency apartments.
- Similarly there is already a surplus of commercial, industrial and mixed employment real estate in the greater metro area due to hybrid work trends and due to AI and automation trends as evidenced by the announced local layoffs (Nike, Intel, etc)

We appreciate that Metro has a challenging and important role in that it must balance ensuring enough land for 20 years AND also protecting the metro area from urban sprawl. The proposal by Sherwood is not a demonstrated need, but a want of politicians and developers to increase the city of Sherwood from 3,130 acres to 4,421 acres (increase of >40% for a population of 20,000!) creating unnecessary urban sprawl, excessive and unplanned for traffic, and harm to farm and wildlife and it will not contribute to affordable housing because it will be incredibly expensive to add infrastructure and build. Metro's own 2045 Distributed Forecast shows Sherwood growing by less than 1000 people and with a need for only 800 households and Sherwood still has significant unused land opportunities that could satisfy its current housing needs (e.g. Brookman annexation, and existing available properties and land infill which could be used for multi-family and middle-housing to be centered around the Old Town hub of Sherwood and make more sense for growth).

Based on records we can find, the UGB just in the vicinity of Sherwood has already expanded by 2,270 acres since 2018 (Cooper Mountain, Beef Bend South and King City). This newer UGB land is still far from fully developed/populated and should be focused on first. Additionally, the requested 1291 acres would be the largest expansion in decades (and the second largest since Cooper Mountain was added to Beaverton – which incidentally is a city 5 times larger than Sherwood so it was less than a 10% expansion of land).

We ask ourselves and Metro whether this proposed Plan and UGB expansion is truly needed for either Sherwood or the Metro area as a whole and whether the ramifications to the environment and costs of development have been truly evaluated? Based on the facts it does not appear so, and we ask you to vote against and decide NOT to expand the Portland area UGB.

Respectfully,

Shannon and Todd Christiansen



Image Credit: https://faunalytics.org/how-human-carnivory-harms-global-biodiversity/frog-on-lily-pad/

Leapfrog Development: Corporate Capitulation and the Impact on Washington County, Oregon



Chris Christensen
Housing, Real Estate & Mortgage Specialist - Condominium Conversion Project Manager - Assumption & Loss Mitigation Specialist, Political Pundit and 2020 U S. Congressional Candidate

Published Jul 7, 2024

"*We soon found that the white men were growing rich very fast and were greedy.*"

- Chief Joseph, (or Hin-mah-too-yah-lat-kekt), Tribal leader of the Wallowa Band of Nez Perce

In the heart of Oregon's Silicon Forest, Intel's relentless advancements have epitomized the concept of leapfrogging technology. Intel CEO Pat Gelsinger often references **Moore's Law** in his speeches to investors and analysts, highlighting the company's commitment to doubling the number of transistors on a microchip approximately every two years. Yet, while the company's cutting-edge innovations have driven progress, they have also sparked a chain reaction with potentially significant economic and ecological ramifications for the surrounding communities where Intel's "fabs" are located.

The rapid pace of Intel's technological growth has, predictably, fueled a real estate frenzy in every Washington County, Oregon community. Bigger cities like Beaverton, Hillsboro, and Tigard are cashing in on the "micro-boom," and even small towns such as Banks, North Plains, Forest Grove, and the county's unincorporated agricultural areas are inflating a precarious bubble that could spell an economic and ecological "micro-bust" for the region and the state.

Technological Leapfrogging



Intel's Silicon Chip Manufacturing Footprint in Hillsboro, Oregon is Currently Undergoing a Major Expansion With Financial Assistance from the Federal CHIPS Act and Oregon Taxpayers. (Image Credit: Chris Christensen)

For some, Intel's Hillsboro campus stands as a beacon of technological prowess, consistently announcing advancements in integrated circuitry. The company's commitment to innovation has resulted in a near-constant stream of newer, faster electric circuits, each "generation" essentially rendering prior products as inferior or even functionally obsolete. With the rapid emergence of artificial intelligence and robotics, Intel is now poised to lead the sector for many years to come.

Or are they?

The Pacing Problem and Intel's High NA EUV Technology

A critical concept in technological innovation is the pacing problem, where the rate of technological advancement outstrips the ability of industries, governments, and society to adapt. Remember the 8-track tape player or the laser disk? **Intel's recent acquisition and implementation of High NA EUV (Extreme Ultraviolet) technology** is a prime example. This cutting-edge technology, which promised unprecedented advancements in semiconductor manufacturing, is already being overshadowed by **the anticipated future arrival of Hyper NA EUV technology.**

The relentless drive to stay ahead in the technology race begs the question: where will it all end? Each new leap in technology renders previous innovations obsolete almost as soon as they are introduced, creating a perpetual cycle of development and obsolescence. This breakneck pace strains the technological ecosystem and exacerbates the economic and environmental pressures on the surrounding communities.

The Real Estate Boom: Look Before You Leap

The influx of high-paying tech jobs at Intel has attracted a wave of new residents eager to capitalize on the opportunities presented by the booming tech sector. This sudden surge in population has driven up housing demand, leading to skyrocketing property prices in nearby communities such as Hillsboro, Banks, Gaston, North Plains, and Forest Grove. Once quiet agricultural areas in Washington County are now hotbeds of real estate speculation, with developers scrambling to cater to the burgeoning demand. The City of Hillsboro, for example, recently **approved over 8,000 new homes to be**

developed in South Hillsboro, once an agricultural mecca, with thousands more planned.

While this real estate boom has brought economic growth and prosperity to the region, it has also sown the seeds of potential catastrophe. The rapid pace of development has put immense pressure on local infrastructure and resources, straining the delicate balance between growth and sustainability. As property values soar, long-time residents are priced out of their communities, increasing social and economic disparity.

Drain the Swamp? The Role of Oregon's Politicians

A significant contributing factor to this unchecked development is the role played by Oregon politicians, swayed by **Intel's corporate wealth**. In exchange for the promise of higher tax revenues, these policymakers have sacrificed the **foundational principles of Oregon's land use planning system. Established to protect farmland, forests, and open spaces** while promoting orderly urban development, these principles have been sidelined in favor of ill-gotten economic gains. This abandonment of sustainable land use policies not only accelerates climate change but also **jeopardizes the environmental integrity of the region.**

The Concept of Leapfrog Development

Leapfrog development can be visualized through the metaphor of a frog leaping from lily pad to lily pad across a pond. In this context, the "lily pads" represent the various communities in Washington County—such as Beaverton, Hillsboro, Tigard, North Plains, Banks, Forest Grove, Cornelius, and Gaston. Instead of a gradual, cohesive expansion from one area to the next, development leaps over existing communities, creating new pockets of urbanization in a disjointed and sporadic manner.

This type of development results in patches of urban sprawl, often leaving significant gaps of undeveloped or underutilized land in between. These gaps disrupt infrastructure continuity, making providing consistent public services, managing traffic, and maintaining community cohesion challenging. The leapfrog metaphor vividly illustrates the haphazard nature of this growth, highlighting the inefficiencies and long-term challenges it introduces.

The Detrimental Impact of Leapfrog Development

Leapfrog development, characterized by rapid, sporadic, and disjointed urban sprawl, has far-reaching negative consequences for suburban and agricultural communities. The effects are multifaceted and profoundly detrimental, impacting traffic, congestion, crime rates, infrastructure needs, and the preservation of farms and forests.

- Traffic and Congestion

The influx of new residents and the expansion of residential areas significantly increase traffic and congestion. Roads that were once sufficient for rural communities are now overwhelmed, causing longer commute times, higher transportation costs, and increased pollution. The lack of adequate public transportation exacerbates these issues, significantly increasing daily travel, which is a burden for residents.

- Crime Rates

Rapid and poorly planned unchecked growth can also contribute to rising crime rates. As new neighborhoods emerge without the necessary social and community infrastructure, law enforcement resources are stretched thin. The absence of cohesive community planning can lead to social fragmentation and increased opportunities for criminal activities, undermining the safety and security of these newly developed areas.

- Infrastructure Needs

The sudden surge in population places immense strain on existing infrastructure. Water and sewage systems, schools, hospitals, and emergency services need help to keep up with the rapid growth. The cost of upgrading and expanding these services often falls on local taxpayers, leading to increased financial burdens and potential declines in the quality of public services.

- Preservation of Farms and Forests

One of the most significant impacts of leapfrog development is the loss of farmland and forests. The encroachment of urban sprawl threatens Oregon’s rich agricultural heritage and natural landscapes. Once fertile lands are paved for housing developments and forests are cleared, leading to habitat destruction, loss of biodiversity, and increased greenhouse gas emissions. This disrupts local ecosystems and undermines the state’s commitment to environmental sustainability.

- Water and Power Consumption: An Unsustainable Path

Another critical issue exacerbated by Intel's expansion and the accompanying real estate boom is the inevitable massive increase in water and power consumption. High-tech industries, particularly semiconductor manufacturing and data centers, are notoriously resource-intensive. Intel's operations in Hillsboro require vast amounts of water for cooling and manufacturing processes, straining local water supplies. Similarly, the power demands of these facilities are immense, further burdening the region's energy infrastructure.

As companies like Intel and other data centers continue to grow and expand in Washington County, the demand for these resources will only escalate. This increased consumption is unsustainable both economically and environmentally. Local homeowners already feel the pinch as utility rates skyrocket to meet the burgeoning industrial demand. **The competition for water between industrial uses and residential needs is becoming increasingly fierce, with industrial consumption threatening to outpace homeowners' needs.** This imbalance drives up prices and raises concerns about long-term resource availability and sustainability.

The Core Problem: Irresponsible Planning and Land Use Patterns



Oregon's Urban Growth Boundary Has Long Been the Dividing Line Between Unchecked Urban Sprawl and the Region's Agricultural and Rural Land (Image Credit: Reddit)

Leapfrog development and the resulting urban sprawl represent a terrible, politically ignorant, and egregious example of irresponsible planning and land use patterns. This

unchecked expansion is a land grab orchestrated by greedy corporate interests and the politicians they influence. The crux of the issue lies in the need to limit leapfrog development and urban sprawl by maintaining the integrity of the urban growth boundary and adhering to existing land use limitations and zoning regulations.

Expanding the urban growth boundary and relaxing zoning laws benefit developers and corporations at the expense of the community and the environment. This short-sighted approach undermines the foundational principles of Oregon's land use planning system, which were designed to protect the state's unique landscapes and promote sustainable development.

The Decay of Portland: A Case Study in Failed Political Policies



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Image Credit: Chris Christensen - Image of Homeless Person Sleeping on Sidewalk near West Burnside Street in downtown Portland, Oregon

Compounding the issue is the decay of Portland, the region's urban core. Over the last decade, failed liberal political policies and capitulation to corporate and criminal interests have deteriorated the city's economic and cultural vitality. Rather than addressing the core issues within Portland and restoring it to its previous grandeur, political efforts have instead focused on enabling leapfrog developments farther and farther from the city center.

Portland's decline serves as a cautionary tale. The city's neglect has driven residents and businesses to seek opportunities in the outlying areas, exacerbating urban sprawl and placing additional pressure on suburban and agricultural communities. This shift undermines Portland's potential for economic and cultural revitalization and threatens the preservation of the outlying regions' natural, pristine beauty and agricultural significance.

The Looming Catastrophe: An Economic and Ecological Bust

The focus on providing corporate welfare to businesses such as Intel to attract cutting-edge technology to the region has created an unsustainable growth model that risks imploding with dire consequences. **If left unchecked, the current trajectory could culminate in a historic economic and ecological bust for the entire region.**

Economically, the inflated real estate market bears eerie similarities to past bubbles that have burst with devastating effects. The speculative frenzy surrounding property in Washington County is built on the assumption of perpetual growth and prosperity. However, as history has shown, such growth is rarely sustainable. A sudden downturn in the tech sector or a shift in corporate strategy could leave the region grappling with plummeting property values, foreclosures, and a shattered local economy.

Unchecked development threatens to irreparably harm the region's natural landscape. The agricultural areas that have defined Washington County for generations are being swallowed by urban sprawl, leading to habitat destruction, loss of biodiversity, and increased pollution. The environmental degradation resulting from rampant development could undermine the very foundations of the community, leaving behind a legacy of ecological devastation.

A Call for Caution and Sustainable Growth Policies

As Intel continues to push the boundaries of technological innovation, the surrounding communities and policymakers must adopt a more cautious and sustainable approach

to growth. The allure of quick profits and rapid advancements must be tempered with a deep understanding of the long-term consequences. Just as the relentless pursuit of leapfrogging technologies can lead to obsolescence and instability, leapfrog development can also result in fragmented communities and environmental degradation.

Both technological leapfrogging and leapfrog development share a common flaw: focusing on short-term gains at the expense of sustainable, cohesive progress. The rush to implement the latest technologies without fully considering the pacing problem mirrors the haphazard expansion of urban areas, creating patches of development that strain infrastructure and resources. The lack of strategic planning and foresight can lead to catastrophic outcomes in both cases.

For Washington County, the solution lies in curbing the sprawl by enforcing strict land use policies that prevent urban growth boundary expansion. Emphasis should be placed on revitalizing Portland, addressing its economic and social challenges, and restoring it to the vibrant urban core it once was. This approach not only preserves the natural and agricultural beauty of the surrounding areas but also fosters a more ecologically sustainable, resilient, and responsible community.

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Chris Christensen 1mo
Housing, Real Estate & Mortgage Specialist - Condominium Conversion Project Manager - Assumption & Loss Mitigat…

https://www.usnews.com/news/best-states/oregon/articles/2024-02-25/a-housing-shortage-is-testing-oregons-pioneering-land-use-law-lawmakers-are-poised-to-tweak-it

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Miriam Hanes

From: Chris Christensen [redacted]
Sent: Tuesday, July 9, 2024 12:45 AM
To: Metro 2040
Subject: [External sender]Leapfrog Development: Corporate Capitulation and the Impact on Washington County, Oregon

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Leapfrog Development: Corporate Capitulation and the Impact on Washington County, Oregon
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Miriam Hanes

From: Michelle Christian [redacted]
Sent: Thursday, August 22, 2024 6:00 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Oppose Sherwood West Growth Plan

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely, Brent and Michelle Christian

[redacted]

Sent from my iPhone

August 19, 2024

METRO
Urban Growth Management Team
600 NE Grand Ave,
Portland, OR 97232

RE: Urban Growth Report, Draft 2024

Dear Council Members,

I am writing to provide comment on the Draft Urban Growth Report pertaining to the City of Sherwood's proposed Sherwood West Concept.

I would first like to thank the members of the Council and their staff for their efforts in managing and planning for growth in the Metro area. I am sure it is often a thankless task, but one which is greatly needed by the community.

I have carefully reviewed the Draft and have a number of concerns about the proposed expansion by the City of Sherwood.

1. **The Draft does not incorporate nor analyze the figures upon which the Concept is based.** Instead, it seems to simply analyze the "readiness" of the City for expansion. And although the City clearly perceives itself as ready to expand - the question remains to whether it should. The numbers strongly suggest, if not dictate, that the big growth this area experienced in recent years has crested and we are now in a period of declining growth. The proposed expansion is not warranted.
2. **The numbers provided by Sherwood are inaccurate and self-serving.** Sherwood has previously egregiously over-estimated growth populations. For example, the high school was bonded and built on the basis of an expanding population. It has cost the area residents millions of dollars. And it was overbuilt. The high school has a capacity for 2,400 students. It currently has 1,704 enrolled students. According to the documents submitted in 2017 for UGB expansion, the City forecast an initial enrollment in 2020 of 1,870 students with a further forecast of 2,400 students by 2045. In reality, not only did the high school not have 1,870 students in 2020, it STILL doesn't have 1,870 students and won't any time in the foreseeable future. Predicted enrollments are declining and significantly so. It is now anticipated that the 2032 enrollment will only be 1,530. The point is that the City has shown that its numbers for growth to support the expansion are at best inaccurate and at worst purposely overstated. They should not be relied upon in making your decisions.
3. **METRO has its own data to rely upon and it does *not* support an expansion in Sherwood.** As required by Ordinance No. 21-1457, the Council will need to rely upon current data for planning. Exhibit A of the Ordinance was duly accepted and adopted as such current data. It sets forth the population of Sherwood as 19,747 based on the 2020 Census and forecasts a population of 20,118 in 2030, and 20,562 in 2045 respectively. An increase of some 815 persons in the next 20 years simply cannot support an expansion of 3,120 housing units.
   Moreover, as intended, the population data contained in the Ordinance has been used and relied upon by other municipalities and cities, such as Portland (Ordinance 19157), Multnomah County

(Ordinance 1323), and Lake Oswego (Lake Oswego City Council Meeting July 16, 2024), in analyzing their own expansion needs. Likewise, METRO should also rely on its own data in determining which option to choose from among those laid out in the Draft UGB Report - especially given the City of Sherwood's propensity to exaggerate its figures.

4. **Farmland is vital to all and cannot be replaced.** To state the obvious, we all depend upon farms to produce the food we eat. The verdant soil of the farmland around Sherwood is a precious commodity. Once housing or commercial entities are sited on farmland they are never recaptured for agricultural use. The Draft UGB Report, at best, gives lip service to the need to maintain and protect farmlands. Especially in these days of heightened awareness of climate changes and the value of locally produced foodstuffs, it is difficult to support the removal of productive land. Even more to do so based upon the lack of a verifiable need for housing and commercial development. The UGB Roundtable perspectives on agricultural demand, page 57 of the Report, also positively reflects the value of farmland for employment and negatively notes the "increased cost and carbon footprint of pushing food production outside of Oregon." Commercial expansion should first use those areas already so designated and then those areas that cannot be reasonably used for food production.
5. **The proposed light industrial use / employment area is mis-characterized.** Page 56 of the Draft UGB Report states that the Oregon Semiconductor Taskforce found that, statewide, there was a need for four 50–100-acre sites for semiconductor manufacturing. Four. Statewide. Not a regional need as stated in the Report (see page 57). The Report seems to suggest that the proposed area has unique characteristics making it suitable for commercial development. One such characteristic is its proximity to the highway. The Report apparently takes this at face value. However, anyone who has tried to get to Interstate 5 or Interstate 205 from the proposed area can attest to the existing congestion and traffic woes in such an endeavor. Simply put, the Report fails to recognize or analyze the *lack* of highway accessibility.
6. **The residents of Sherwood, the people, do *not* want this expansion.** The City of Sherwood's own poll regarding the public support for this expansion is not adequately represented in the Report. The City's poll showed that 84% of respondents agreed or strongly agreed with the statement:

   > The Sherwood city council should ***not*** expand the city and preserve natural areas and farmlands in the Sherwood West area. (Sherwood West Poll Results (Mayor) Tim Rosener August 16, 2021). Emphasis added.

Thank you for your time and attention in reviewing these concerns. I can only hope that these comments, along with other public input, will have a meaningful impact on the Council's decisions. As John Muir once so aptly stated, "Not blind opposition to progress, but opposition to blind progress."

Respectfully,

Kimberly R. Cobrain

Miriam Hanes

From: [redacted]
Sent: Tuesday, August 20, 2024 10:31 AM
To: Metro 2040; Marissa Madrigal; Lynn Peterson; Gerritt Rosenthal; Mary Nolan; Juan Carlos Gonzalez; [redacted]; Christine Lewis; Duncan Hwang
Subject: [External sender]Comments on Draft 2024 Urban Growth Report
Attachments: Comments of DRAFT Urban Growth Report.docx

Importance: High

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Please find attached my comments regarding the Draft 2024 Urban Growth Report. If you have any questions, please let me know.
Thank you for your consideration.

Kimberly R. Cobrain
Sherwood, Oregon

Miriam Hanes

From: Mallory Cochrane <[redacted]>
Sent: Friday, August 9, 2024 1:36 PM
To: Metro 2040
Cc: Peter Foster; [redacted]; [redacted]
Subject: [External sender]Please Support the Sherwood West Expansion Plan

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Dear Metro Council Members,

My name is Mallory Cochrane, owner and founder of Birch Social - a consulting, marketing and events business dedicated to supporting the needs of small farms and food businesses in Oregon. My company is based in Old Town Sherwood, where I am also a resident and home owner.

I am writing to ask that you please **approve the Sherwood West Concept Plan as proposed by the Sherwood City Council and widely supported by the Sherwood community**. This Concept Plan was a result of two years of planning and public input to decide the future of our unique and special city.

As a native Oregonian, I intentionally chose to raise my family in Sherwood because of the **small town character, sense of community and amazing education system and public services**. Many other people are attracted to Sherwood for these same reasons. However, we need **more housing** for these new residents and increased **employment opportunities** to keep people working in our community rather than commuting elsewhere.

With inevitable population growth on the horizon, it is critical that **smart growth** practices be applied to the Sherwood West area so that we are future-proofing development in a way that **enhances our community, increases economic prosperity and protects farmland, natural spaces and resources**.

As outlined in the Concept Plan, I believe that Metro Council should:

- add 340 net acres of **residential land** to the Urban Growth Boundary (UGB)
  - *Comment: Our region will add approximately 315,000 new residents and 137,000 new jobs over the next 20 years under a baseline growth scenario.*
- add 130 net acres of **flex industrial land** to the UGB
  - *Comment: Sherwood West is well suited to capture new and expanding demand for industrial space due to its favorable parcel size, ownership, and low slopes.*
- add 135 net acres of **commercial and hospitality land** to the UGB
  - *Comment: Economic development requires a land supply that enables specific industries to thrive.*

Again, I request that the Metro Council stand with the residents and businesses of Sherwood and **approve the Sherwood West Concept Plan as proposed.** I would greatly appreciate a response with the Metro Council's position on this issue. I appreciate your time and thoughtful consideration.

Sincerely,
Mallory Cochrane

--
Founder
Birch Social
[redacted]
Celebrating the power of local food from field to table

To: Metro Council President Peterson
Metro Councilor Ashton Simpson, District 1
Metro Councilor Christine Lewis, District 2
Metro Councilor Gerritt Rosenthal, District 3
Metro Councilor Juan Carlos González, District 4
Metro Councilor Mary Nolan, District 5
Metro Councilor Duncan Hwang, District 6

CC: Marissa Madrigal, Chief Operating Officer, Metro
Kristin Dennis, Chief of Staff to Metro Council
Catherine Ciarlo, Director of Planning, Development and Research, Metro
Malu Wilkinson, Deputy Director of Planning, Development and Research Metro
Eryn Kehe, Land Use Manager, Metro
Ted Reid, Land Use Manager, Metro

August 23, 2024

1000 Friends of Oregon appreciates the opportunity to participate in the Urban Growth Stakeholders Roundtable, comment on the urban growth report, and partner with Metro on multiple areas of alignment such as unlocking more funding for critical infrastructure needs, addressing our housing affordability crisis, and bringing more mobility options for Oregonians in a 2025 transportation package.

The Metro Council has an opportunity to set the region up for success for generations to come if it uses one of its strengths: data-driven long-range land use planning. Strong land use planning invites a collective imagination to create the best future possible for all residents, ones that currently call the region home and ones that will call this region home. But the best future possible has always been, and will always be, under threat by a select few seeking to exploit the region's limited resources: whether it be our world-class soils, the water we drink, the air we breathe, or the health and ingenuity of our people.

1000 Friends of Oregon shares our 5 major takeaways for how to set our region up for success as you read the draft urban growth forecast:

1. Metro Council should focus on how to improve the quality of life for all residents now and into the future.

2. The region's natural resources and low weather extremes offer us a position of strength if Metro decides to steward them well.

3. The biggest bang for buck and the quickest way to regional success is to build upon our existing footprint, support our regional network of main streets, and restore the core.

4. Prepare for "Operational Efficiency" and protect people's livelihoods.

5. Raw land is the least of our issues when it comes to setting the region up for success. Land readiness on the other hand…

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1. Metro Council should focus on how to improve the quality of life for all residents now and into the future. We must remember the entire purpose of good land use planning and community development: to enhance the health, safety, and well-being of all Oregonians. We lose sight of this purpose when conversations are reduced to debating the number of acres. Rather, we should focus on creating measurable and meaningful indicators for success to guide our land use decisions and the limited public and private dollars we have. The region's indicators for success should include:

> **Life Expectancy by Zip Code.** Zip codes still serve as an indicator for how long and how well someone lives in the greater Portland area. Someone's life expectancy in Multnomah County (79.40 years) is less than those living in Clackamas County (80.90 years) and even less than Washington County (82.60 years[1]). Metro Council and staff should be keenly aware of this discrepancy across counties and prioritize resources and staff efforts to help areas that have the lowest life expectancy in the region. Blue Zones research could guide Metro's policy and funding decisions to better understand how to improve life expectancy and quality of life for residents in the region.
>
> **Household Costs/Affordability**. The largest household expense for the average resident is housing. The second largest household expense is transportation. Utilities and food also appear as common expenses. Metro should make land use decisions to help cut down on these household expenses for the average resident. If Metro decides to allow urban growth boundary expansions for residential, industrial, and commercial land where the majority of residents are going to feel the need to drive everywhere,

[1] Robert Wood Johnson Foundation, Accessed August 2024. https://www.rwjf.org/en/insights/our-research/interactives/whereyouliveaffectshowlongyoulive.html

Metro has made a choice to increase the household costs for the average resident. Urban growth boundary expansions not only increase driving at the edge, but they draw away investments that could be made where people already live to increase their transportation options. If Metro decides to fund planning and infrastructure efforts that allow the majority of residents to walk, roll, and bike to where they need and want to be, Metro has made a choice to decrease the household costs for the average resident.

Number and Quality of Age Friendly Communities. As presented to the Urban Growth Stakeholders Roundtable, Oregon enjoys a significant number of residents who are older in age. As our residents age, their needs change. It's no longer easier to drive where they need to get to; incomes become fixed and possibly lower than where they were working full time; and their social and civic participation styles may change.

As the World Health Organization and AARP's Livable Communities note, "age-friendly communities are places where people of all ages [and abilities] feel supported and included, and where older people can age well[2]." Age-friendly communities include three major components: physical (e.g., housing, transportation, outdoor spaces, and amenities); social (e.g., civic representation and participation, community involvement); and service (e.g., health care, emergency response). To create age-friendly communities, the Metro Council and staff should support land use decisions, planning grants, and infrastructure requests that create walkable and rollable neighborhoods where people are able to age in place, get to where they need and want to go safely and on their own, and be connected with their community on their own terms[3]. Orenco Station is a great example of incorporating age-friendly principles into planning and development by combining residential and commercial uses alongside pedestrian, bicycle, and transit investments; in contrast, planning that results in commercial and industrial development with large parking lots requires residents to use automobiles to safely navigate the community and thereby fails to create an age-friendly community.

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[2] AARP, Livable Communities, https://www.aarp.org/livable-communities/network-age-friendly-communities/

[3] Research demonstrates that placement in a nursing home/care facility drastically reduces the life expectancy for the individual. It also adds significant costs to the individual and any family members who may be paying for this change. A monthly rate for a studio in a housing facility that provides supervision or assistance with activities of daily living is approximately $6,161.91 for the Portland area (compared to the national average: $4,999.01 per month). https://www.newyorklife.com/resources/financial-calculators/costs-of-long-term-care

Number of Communities of Concern in EPA's Environmental Justice (EJ) Screen (or regional equivalent). The Metro Council and staff should be keenly aware of the number and location of communities who are burdened with environmental pollution, climate change risks, health disparities, and critical services gaps. Often, communities ranked in EJ screen are communities that are majority low-income, speak languages other than English, qualify for free and reduced lunch, and are people of color. Metro Council and staff should set a goal to have zero communities in the greater Portland area rank highly in the EJ Screen and develop policies and align investments to reach this goal. Metro Council and staff should reject urban growth boundary expansions and other investment strategies that draw resources away from investing in communities that rank highly in EJ screen.

2. The region's natural resources and low weather extremes offer us a position of strength if Metro decides to steward them well.

The greater Portland area is positioned to be an oasis of refuge from some of the most extreme negative impacts of climate change. This is a major advantage when drawing residents and businesses to the region (even noted by the private sector[4]). While we have much work to do to adapt to the changing conditions to protect the health and safety of residents, the Pacific Northwest is rated as one of the most climate resilient areas in the United States.

Metro Council and staff should build upon our unique position by stewarding our natural resources not just through voter-approved parks and nature bond measures, but through its regulatory authority in its land use decisions. For example, development that does not require high-nutrient soils should not be permitted on these soils[5]. Likewise, Metro Council and staff should coordinate with other natural resource agencies (Soil and Water Conservation Districts, Department of Agriculture, Department of Fish & Wildfire, etc.) to develop a clear, streamlined approach toward monitoring the quantity and quality of our water sources and air sheds. Each of these water sources and air sheds have carrying capacity limits (recognized in Land Use

[4] Visit Quicken Loans for an example of how Portland, Oregon's environmental stewardship and temperate climate risks are used to guide private investment. https://www.quickenloans.com/learn/best-places-to-climate-change

[5] Oregon's own Climate Action Commission has recommended "no net-loss" policy for high-quality farmland to reach our climate mitigation and resilience goals. Institute for Natural Resources at Oregon State University for the Oregon Global Warming Commission. September 26, 2023. https://static1.squarespace.com/static/59c554e0f09ca40655ea6eb0/t/6578da822755f905770c5901/1702419079574/2023-Natural-Working-Lands-Report.pdf

Planning Goal 6). Urban growth expansions should consider the carrying capacity of water resources and airsheds in order to assess and guide growth in the region. For example, if one company within an airshed applies and is awarded a permit to emit carbon monoxide to the top of the allowable limit for the entire airshed, Metro Council and staff must include that information in guiding growth away from that airshed to protect the health of residents and help businesses avoid violations of, at minimum, Clean Air Act and/or Land Use Planning Goal 6.

3. The biggest bang for buck and the quickest way to regional success is to build upon our existing footprint, support our regional network of main streets, and restore the core.

Metro Council and staff must ensure the region contributes to addressing the housing production shortfall and the affordability crisis through a holistic approach (remembering the indicators for successful quality of life including household cost/affordability). Building at the edges won't set the region up for success. And, Metro Council and staff should reject any attempt to expand the boundary or use limited public dollars without any element of guaranteed affordable housing.

We have a limited number of dollars for infrastructure, limited amount of labor for construction, and limited materials for construction. We urge Metro to prioritize developers and/or local jurisdictions who are building partnerships around transformative, catalytic (re)developments as part of holistic land use planning. Some notable opportunities to invest in our existing footprint, support our regional network of main streets, and restore the core include but are not limited to:

(Re)Development	**# of Homes (Est.)**	**Climate Friendly Area? (Y/N)**	**Guaranteed Affordability Component? (Y/N)**
Lloyd Center	5000	Y	Y
Broadway Corridor	2500	Y	Y
OMSI Revitalization District	900	Y	Y
Albina Vision Trust	1100	Y	Y
Hayden Island/Jantzen Beach (I-5 Bridge Corridor)	2000	Y (with light rail and complete street investments)	Y

Rockwood	TBD	TBD	TBD
Jade District	TBD	Y	Y
Gateway	TBD		
Hillsboro's Block 67	269	Y	Y (if the City of Hillsboro allows for affordable housing)
Willamette Falls Revitalization (West Linn and Oregon City's McLoughlin Blvd Enhancements)	TBD	TBD	TBD
122nd and Stark	TBD	TBD	TBD

4. Prepare for "Operational Efficiency" and protect people's livelihoods.

As we enter an era of mainstream artificial intelligence, more jobs in more sectors of our economy are vulnerable to automation. From manufacturing to advertising, the future is uncertain. To bring more certainty to residents and to be ready for changing technology and economic sectors, Metro and local jurisdictions must prioritize quality of life for its residents over company profits as an indicator for success. In doing so, the Metro Council and staff must be surgical about allowing any expansions for industrial lands and requiring enforceable, specific conditions on any industrial lands to create lasting high-quality jobs for residents and minimize the probability and impacts from mass layoffs due to automation and/or outsourcing.

If the Metro Council allows industrial developers to pave over our working lands for robots, residents lose their ability to provide for themselves, their families, and contribute to the region through their employment. Our region has suffered from broad definitions of industrial lands that do not result in development that brings high-quality jobs for residents. Instead, it adds a patchwork of uses: from gas stations to big-box chain retail stores to strip malls to truck stops. Our region has suffered from our lack of discipline to protect our existing industrial lands for development that can bring high-quality jobs, especially manufacturing jobs. While we still have a reported surplus of industrial lands, now is the time to protect them with specific, enforceable conditions on any industrial lands in our region.

5. Raw land is the least of our issues when it comes to setting the region up for success. Land readiness on the other hand…

The urban growth report's forecast includes a very optimistic outlook on utilizing vacant office buildings and land throughout the region, notably downtown Portland. We also see vacant or nearly vacant office parks and retail areas and their accompanying large swaths of empty parking lots throughout the region. Metro should focus its policy choices and investments on (re)developing and revitalizing these areas; they already have infrastructure in place and are located in existing communities. Recent layoffs by large international corporations illustrate that worldwide business cycles and other factors influence investment decisions, not land supply.

Even with the optimistic and arguably inflated job growth forecast, the urban growth report notes there is a surplus of industrial land even assuming the high growth scenario. We have heard for well over a decade that land readiness - bringing land to Tier 1 - is a main challenge for local jurisdictions. We also know that multiple cities and towns are faced with budget issues, whether it's structural budget deficits like Washington County and City of Portland or whether it's smaller towns that are seeking a larger revenue base like the City of Sherwood.

1000 Friends of Oregon understands and sympathizes with the funding and financing challenges local jurisdictions face when bringing land to Tier 1 readiness and maintaining this infrastructure. It's a motivating force behind our advocacy to work with our statewide membership to secure infrastructure dollars for housing construction (SB 1530 (2024), Senator Kayse Jama; HB 4134 (2024), Representatives Elmer, Gomberg, and Helfrich; and a housing project revolving loan fund (championed for multiple sessions by State Representative Pam Marsh), and to bring main street revitalization funds to towns across Oregon, especially for smaller jurisdictions.

What we know is that adding raw land doesn't pencil for local jurisdictions. What may seem like a revenue boon comes with newer, significant expenses: brand new sewer, water, fiber optic cables, roads, lighting. Suddenly, the city is back in the same predicament it started in: budget shortfalls. We are committed to working with cities and towns on real solutions to funding and financing for land readiness and core public services that are paramount to enhancing our quality of life for all Oregonians. We hope we can count on Metro's leadership to daylight the real problems and real solutions to this challenge.

***

We appreciate Metro Council and staff's time in assembling the draft urban growth report's forecasts, presenting to multiple stakeholder groups, and offering an open line of communication throughout the process. None of us know what the future holds in store; tomorrow is just a rumor after all. But, 1000 Friends of Oregon is committed to working with our statewide membership to choose land conservation and development approaches - policy decisions and funding and financing strategies - to create a future that we are proud and excited to live in.

We are available to meet Metro Council and staff to discuss these key takeaways. We are also happy to host Metro Council or staff in meetings with our partner organizations who are committed to creating a better future for all residents, now and into the future.

Sincerely,



Samuel Diaz
Executive Director

Miriam Hanes

From: Eryn Kehe
Sent: Friday, August 23, 2024 10:43 AM
To: Miriam Hanes
Subject: FW: [External sender]5 Takeaways on Draft Urban Growth Forecast from 1000 Friends of Oregon
Attachments: 2024 August - 1000 Friends of Oregon Comment on Metro's Draft Urban Growth Forecasts.pdf

We can accept this late.

Eryn Deeming Kehe, AICP | Metro | Urban Policy and Development Manager
My gender pronouns: she her, hers | [redacted]

From: Sam Diaz <[redacted]>
Sent: Friday, August 23, 2024 10:39 AM
To: Marissa Madrigal <[redacted]>; Kristin Dennis <[redacted]>; Catherine Ciarlo <[redacted]>; Malu Wilkinson <[redacted]>; Eryn Kehe <[redacted]>; Ted Reid <[redacted]>
Cc: Mary Kyle McCurdy [redacted]
Subject: [External sender]5 Takeaways on Draft Urban Growth Forecast from 1000 Friends of Oregon

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good morning and happy Friday Marissa, Kristin, Catherine, Malu, Eryn, and Ted,

I wanted to personally send you 1000 Friends of Oregon's 5 takeaways on the draft urban growth forecast. I've been told the urban growth report isn't a policy decision by itself, but may be used to inform future policy and funding decisions. We hope these 5 takeaways can be helpful in shaping actions to create the best future possible for residents of our region.

More than happy to head to Metro or have you here at the 1000 Friends of Oregon office to chat through these takeaways and hear your perspective. Just let me know if you'd like to schedule something.

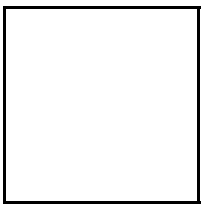
Thanks so much for your service.

Sincerely,
Sam Diaz
Executive Director

1000 Friends of Oregon
Pronouns: he/him

Office: [redacted]

Direct: [redacted]



Support a beautiful, bountiful Oregon for generations to come…*join us today*!

Miriam Hanes

From: Charlie Digregorio <[redacted]
Sent: Tuesday, July 23, 2024 3:20 PM
To: Metro 2040
Subject: [External sender]Zoom Meeting Commentary
Attachments: Metro Letter UGB.docx

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

Please accept the attached letter for the record due to my absence from the zoom meeting.

Thank you, Charlie Digregorio

July 23, 2024

Attn: Urban Growth Management Team

METRO

600 NE Grand Avenue

Portland, OR 97232

Sent Via Email – [redacted]

RE: Sherwood West UGB Expansion Plan Support

To Whom It May Concern:

As a former property owner in the Sherwood West area, and in agreement with relatives who still own properties there, this letter is in strong support of the Metro Council's efforts to reasonably expand the UGB. Recommendations from the Urban Growth Report findings are clear. After years of arduous studies and extremely detailed analyses, the Metro Council must finally act on next step growth management decisions.

A great deal of preparation and investment has been made in the Sherwood West area to accommodate necessary housing growth and affordability. The list of improvements in recent years is lengthy. Likewise, economic and job growth go hand-in-hand with future essentials. It is long past time to adopt the completed concept plan for proposed expansion within the presently designated urban reserve area. Anything less, as suggested by self-serving community members like the Sherwood Farm Alliance, would be a further irresponsible obstruction to the realities of future progress.

In place of my attendance at the upcoming Zoom meeting, thank you for including the above comments as a matter of record.

Sincerely,

Charles Digregorio

[redacted]

Portland, OR 97239

To: Metro

My name is Peter Dinsdale.

I was raised in Sherwood and my family's agriculture business is on the edge of the proposed UGB expansion area.

I am a supporter of the West of Sherwood Farm Alliance.

We were shocked and dismayed when Metro Councilor Juan Carlos Gonzalez announced his support for the controversial proposed Sherwood UGB expansion earlier this month.

By doing that, he made it perfectly clear that he doesn't have the slightest interest in the information, analysis, and values of the people who live here, or possibly from anyone, anywhere in the region.

In 2021, people in and around Sherwood responded to an online survey about this proposed UGB expansion.

84% of the respondents agreed, with this statement:
"*The Sherwood city council should NOT expand the city and* [should instead] *preserve natural areas and farmlands in the Sherwood West area*."
About 75% of respondents agreed strongly.

Let me repeat those numbers: 84% opposed the expansion and 75% strongly. That was the same result from a survey taken five years earlier.

Before you dismiss this opposition as the sentiments of a bunch of NIMBYs, you might consider some of the facts that we have been presenting to you at your monthly meetings:

FACT: Housing will be unaffordable to the people taking the jobs in the expansion area, causing more commuting, heavier traffic on our already burdened roads, and more pollution, which will NOT help in reducing greenhouse gas emissions.

FACT: Metro approved a UGB expansion in 2017, at Sherwood's request to build a new High School on 82 acres, based on projections of soaring enrollment. Today, after spending $248 million in tax dollars, the School District's consultants expect enrollment to decline within seven years.

FACT: The expansion will cause the loss of some of the best farm and forestland in the world. The result will be the loss of countless agricultural jobs and damage to Chicken Creek, which helps maintain the water quality in the nearby National Wildlife Refuge.

We are counting on you - unlike Councilor Gonzalez - to actually listen to the citizens, hear the facts, and reach an independent judgment.

Thank you for your service.

Peter Dinsdale

Miriam Hanes

From: Julie Horowitz <[redacted]>
Sent: Wednesday, August 21, 2024 5:22 PM
To: Metro 2040
Subject: [External sender]2024 Sherwood UGB decision
Attachments: Metro Peter Dinsdale.docx

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To Whom it Concerns,

I am a citizen of Sherwood and have attached my letter opposing the UGB expansion in Sherwood OR

Peter Dinsdale

Miriam Hanes

From: Shannon Dittler <[redacted]>
Sent: Tuesday, June 4, 2024 6:42 AM
To: Metro 2040
Subject: [External sender]Urban Growth Boundary.

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hell no, I don't want it to get larger. That is exactly what people who have moved here want. They want to make it larger so they can snatch up those investment properties.
People from outside of Oregon came here with their deep pockets to buy up Portland and make it grow.
We the people of Oregon don't need their deep pockets and wealth. Portland laws were put in place long ago by people with the foresight to realize people would want to do this to our GEM.
Hell no, tell them go invest elsewhere. Portland is perfect the way it is.

Miriam Hanes

From: Farmland First [redacted]
Sent: Sunday, August 18, 2024 9:46 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Testimony in opposition to Sherwood expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern:

Our nonprofit organization, Farmland First, is writing to convey our strong opposition to the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres.

This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes.

In 2022 Metro projected Sherwood would grow by a scant 3% over the coming decades. The Sherwood School District has forecasted enrollment for the new high school will begin to DECLINE in 2027. Sherwood has enough vacant land to accommodate new housing and jobs for years to come, when planned and developed wisely.

The types of industry that are planned are land-extensive, taking up farmland despite the drastic decline in farmland in the county and natural resource land despite the fact that only 15% of original significant natural resources remain in the county. It is a red herring to state that the goal is to increase the number of residents who work in the city - that correlation is not necessary for a functioning city, especially one in Metro where many people work in one city and live in another. If the city lacks jobs, it may be of its own making because it recently approved many expensive homes. It should not be rewarded for poor planning. And the type and extent of industry proposed is expensive to provide with infrastructure and services, yet there is no Taxpayer Impact Statement on the costs.

Farmland First stands with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,
Nellie McAdams
Farmland First

Miriam Hanes

From: Brian Fields [redacted]
Sent: Wednesday, July 24, 2024 3:46 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Comments from Brian Fields on Sherwood West expansion proposal
Attachments: Brian Fields Sherwood UGB expansion Metro 24Jun2024 comments.pdf

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

I would appreciate it if my attached comments are provided with the July 24 MPAC meeting packet.

Thank you,
Brian Fields
Secretary,
Eastview Road Neighborhood Association

Sherwood UGB expansion comments,
Brian Fields
Secretary, Eastview Road Neighborhood Association

I urge the Metro Council to scale back the Sherwood West Urban Growth expansion. We do not have the transportation infrastructure to support this growth. In addition, the City of Sherwood has not done any planning, not even "conceptual", to expand the capacity of Elwert Road, the only viable north south connector.

The current plans for Elwert Road are inadequate for the future growth planned.

Elwert road is serving as a regional connector. Even without bringing in additional land in the Sherwood West Urban Reserve we can expect the traffic flow to increase. With the addition of large amounts of new housing the burden on the existing road will only increase. How has Sherwood planned for increased capacity? They have not.

The Sherwood West concept plan shows the vision that Elwert road remain one lane in either direction with the addition of turn lanes. The city has repeatedly said that their vision of Elwert is that of a neighborhood street. This flies in the face of the current reality of an already overburdened regional connector, let alone showing any sense of planning for the future to accommodate a greatly increased local population. The only mention in the Sherwood West concept plan of planning for future connectivity is vague mentions of conceptional connectors. You can reference the "Transportation and Infrastructure" Section on page 101 of part 1 of the Sherwood UGB expansion proposal.

"North-South Connectivity – The concept of adding a route to enhance regional north-south connectivity will require future study. Additional feasibility and cost analysis will be

necessary. This should be considered as a long-term strategy, rather than an essential component of early stage transportation planning in Sherwood West."

But the truth is that the Sherwood West topography is not going to allow any new north south connectors. During the public outreach portion of the Sherwood West concept plan much feedback was provided to the city outlining specific complications for a north south connector west of Elwert Road. The City's own traffic modelling demonstrated that regional traffic could not be diverted from Elwert Road to any significant degree. The land is riddled with steep slopes and is bisected by Chicken Creek. In addition, the border of Sherwood West veers sharply east when you go north of Edy Road. If this hypothetical connector were built, as it moved north it would run into Rural Reserve land. Due to this a connection to Scholl's Sherwood Road to the north could not be completed. This means any road that was built would have to feed back onto Edy and Elwert, the existing transportation corridor.

There really is no choice but to improve the existing transportation corridor, but the City of Sherwood's West Concept plan does the opposite. Sherwood is proposing to move portions Elwert Road off it's current north south alignment and meander to the west, pass through two round-abouts, incur a new Chicken Creek crossing and then meander back to the Elwert Road current alignment in the north.

We have examples in the nearby region of what successful road planning would look like. The massive development to the north of Sherwood West, on Roy Rogers Road, has been accompanied by expansion of that road to 4 lanes. If you want to see aesthetically pleasing road expansion, we need only look to the improvements Lake Oswego has done on Boones Ferry Road. The road was both

improved to 4 lanes with a turn lane, but also includes attractive landscaped dividers and sidewalks. This is much like Sherwood has proposed, but with a critical difference, Lake Oswego recognized the need to increase capacity while making attractiveness an important part of their road design. Both can be done.

To be clear my point is not that Sherwood has not already solved the capacity problem prior to asking for an Urban Growth Boundary expansion. The problem is that Sherwood is not even planning for increased capacity. In fact, their public statements during the West Concept Plan outreach process indicated they want to discourage regional traffic and keep Elwert as a neighborhood street. See the description on page 227 of the submittal, in the Section title "SW Elwert Road Design Concept". Make note that the designation for much of Elwert Road is "Residential Boulevard". The is much risk if Sherwood doubles down on this approach that near term development will forestall any future capacity improvements on Elwert Road.

Their proposal to bring in the entire Sherwood West Urban reserve should be scaled way back until the City actual provides realistic transportation planning. Bringing the entire 1200 acres of Sherwood West now into the UGB is only going to compound a local a regional transportation quagmire which already exists. Sherwood needs to confront the reality that topography and the Urban Reserve boundaries themselves prevent any alternate north south connector. I encourage Meto to not approve Sherwood's ask to bring in the entire Sherwood West Urban Growth Reserve into the Urban Growth boundary.

Brian Fields
Resident of Sherwood West

MULTIFAMILY NW
The Association Promoting Quality Rental Housing

Multifamily NW
[redacted]
Tigard, OR 97224

Metro Council
600 NE Grand Ave
Portland, OR 97232

August 20, 2024

Dear Metro Council Members,

As the largest association of housing providers in Oregon, Multifamily NW is dedicated to ensuring that our communities thrive through sustainable growth and adequate housing supply. We are writing to express our strong support for the adoption of a high-growth forecast projection as you evaluate the urban growth strategy for the Portland Metro area. As you know, our region is currently navigating the consequences of a severe housing crisis, and it is imperative that we take bold, forward-thinking action to address the urgent need for housing.

Undersupply is the Root Cause of Housing Crisis

The Portland Metro area is experiencing an unprecedented demand for housing, which far exceeds the available supply. According to an alarming report by ECONorthwest, our region is already facing a housing shortage of more than 59,000 homes, with an additional need for 10,683 homes to accommodate our growing houseless population. Moreover, it projects that the region will require the construction of 294,853 new housing units over the next 20 years. These figures significantly surpass Metro's current estimates of 143,300 to 203,200 new units.

The numbers provided by ECONorthwest paint a stark picture of the housing crisis we are facing. By adopting a high-growth forecast projection, Metro can more accurately prepare for the higher-than-baseline growth that our region will (hopefully) experience. This proactive approach will enable us to meet the housing needs of our rapidly growing population, while also mitigating the affordability challenges that threaten the livability of our communities. And, if population growth does not proceed as expected, the land will not be impacted.

EXECUTIVE DIRECTOR
Gary Fisher
[redacted]

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Princeton Property Management

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HD Supply

Leah Sykes
Andor Law

Jennifer Wyncoop
Income Property Management

Furthermore, residents in the Portland Metro area are facing increasing barriers to home ownership due to the affordability consequences that our undersupply has caused. If the council adopts and implements the high-growth forecast projection, home ownership will be more attainable for communities across the region.

Portland Metro Should Welcome Responsible Development

Additionally, Metro Council should shape a new policy that recognizes the low capacity for housing development inside UGB lands and the extreme need for new housing. The current estimates indicate a surplus of +9,050 units, which we believe is unrealistic given the actual deficit of -84,000 units needed inside the UGB.

Attempting to control where and how the market will adapt can have unintended consequences. Metro should avoid imposing restrictive policies that risk pushing housing developers to other U.S. markets with fewer regulatory barriers. Instead, we should focus on creating an environment that encourages development and investment in the Portland Metro area, ensuring that we remain competitive and capable of meeting our region's housing demands.

A crucial component of addressing our housing crisis is expanding the Urban Growth Boundary (UGB). By expanding the UGB, we can increase the availability of land for development, thereby helping to slow the escalating costs of housing. As we have all seen firsthand, the limited supply of land within the current UGB constrains development and drives up prices, making it increasingly difficult for residents to find affordable housing.

Expanding the UGB will not only create more opportunities for housing development but will also encourage competition, which can help slow the increase in housing costs and make living in the Portland Metro area more affordable. It is essential that we take this step to ensure that all residents have access to housing that meets their needs and budgets.

Acknowledgment of Employment Lands Considerations

While our primary focus is not directly within the commercial and industrial development sectors, we acknowledge that the availability and management of employment lands significantly impact the overall growth and sustainability of our communities. In this regard, we recommend that the Metro Council consider discounting the approximately 1,300 acres of land with slopes exceeding the 7% grade threshold, which is generally identified as the industry standard for commercial and industrial development. We have an obligation to ensure the land classified as viable truly meets the practical requirements for development.

By integrating these considerations, we believe that the Metro Council can better strategize the use of employment lands to foster balanced development, support economic vitality, and contribute positively to the community's housing and employment needs.

City of Sherwood Proposal Deserves Approval

Furthermore, Multifamily NW fully supports the City of Sherwood’s proposal for expansion without any conditions. Sherwood has demonstrated a commitment to responsible growth through a rigorous public engagement process, and we trust in their ability to understand and address their community's needs. Metro should respect the decisions made by local communities and support their efforts to grow in a way that aligns with their unique vision and values.

It is crucial to trust Sherwood's expertise and ongoing community engagement process. They are best positioned to determine how to grow reasonably and responsibly, ensuring that their expansion aligns with local needs and aspirations.

Conclusion

In conclusion, Multifamily NW strongly advocates for the adoption of a high-growth forecast projection as part of the urban growth strategy for the Portland Metro area. By acknowledging the true extent of the housing crisis, rejecting restrictive development scenarios, expanding the urban growth boundary, and supporting local initiatives, we can pave the way for a more prosperous, affordable, and sustainable future for our communities.

We appreciate the Metro Council's dedication to addressing these pressing issues, and we are confident that, together, we can create a housing strategy that meets the needs of our growing region. Thank you for considering our perspective and recommendations.

Sincerely,

Gary Fisher
Executive Director
Multifamily NW

Miriam Hanes

From: Zach Lindahl <[redacted]>
Sent: Tuesday, August 20, 2024 9:11 AM
To: Metro 2040
Subject: [External sender]Multifamily NW Public Comment on UGR
Attachments: MFNW Metro UGR Comments.pdf

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

Good Morning,

My name is Zach Lindahl, and I am the Director of Government Affairs for Multifamily NW. Our association is the largest coalition of housing providers in the state of Oregon, representing more than 275,000 units. In addition to frequent compliance training and hundreds of networking opportunities, our association advocates for common sense housing policy at all levels of government on behalf of our members. Our top priority is to keep Oregonians housed. In a time of housing crisis across the state, it is important that we consider how all policy affects both housing supply and affordability for renters.

Attached are comments Multifamily NW submitted regarding the recent Urban Growth Report. I thought I would share via this email address as well. Please let me know if you have any questions regarding our comments.

Best,

Zach Lindahl
Director of Government Affairs
Multifamily NW
[redacted]



Peter Foster

[redacted]

Sherwood, Oregon, 97140

[redacted]

8.22.2024

Metro Council

600 NE Grand Ave

Portland, OR 97232

Dear Metro Council Members,

I am writing to advocate for the inclusion of all land currently designated in the Sherwood West Growth Plan as proposed by the City, to ensure the future success of the City and the greater Community. The Sherwood West Plan is a good plan and the City's "control of the narrative" will be lost if the Plan is piecemealed in phases. We have strong interest in growth that will support diverse ranges of people who wish to live and work in our community. Sustainable growth, as championed by conservationists like myself, offers far more advantages to our community than no growth at all. History has shown us that the key to a prosperous society is not in stagnation, but in the careful and responsible use of our resources to meet the needs of the many and not just the few.

Our Project, Prodigal Sons, consists of a 'single farm restaurant' that will feed people locally, provide jobs and unique living opportunities, unlike grass seed and single crop export farmers. We have been diligently working with the City of Sherwood and the High school Ag and Culinary programs with intent to provide career opportunities and real-world skill development to the students. There are two types of landowners in our area. The first type are focused on growth opportunities and plan comprehension. The second type champion land preservation now that they built their homes where forest and farms used to be and dislike the middle and lower income folks in general.

Recently we have heard disturbing news that there is opposition to growth from several organized groups. As fact, the massive commercial farms with the most capital are not friends of Oregon's environment and financial future...

Organizations like Thousand Friends of Oregon, while well-intentioned in their efforts to preserve natural spaces, often fail to recognize the real-world impact of their policies on ordinary Oregonians. Their stance is reminiscent of Henry Thoreau's philosophy of naturalism—a perspective that prioritizes untouched wilderness over the needs of people, especially those of middle and lower incomes. Unfortunately, this approach is detrimental to the economy, creating a situation where "the few with the most" exert influence to protect their estate views at the expense of working and poor families who need affordable housing and job opportunities. If Metro is convinced not to act due to well organized and well-funded opposition groups representing s small percentage of the population, there will be no meaningful growth in Sherwood for many years to come and the fallout will be your (Metro's) failure because of wealthy numby influence.

Sherwood is a growing community with real needs. Leaving developable and well-planned land undeveloped in the name of preservation benefits a select few, but it does nothing to help the people of Sherwood diversify and thrive. Instead, we need to focus on sustainable development that balances environmental responsibility with economic growth. Responsible housing, jobs and infrastructure supports our town by allowing future generations to thrive in the area. At present, our next generation can't afford to live here and don't have enough local jobs here.

I urge Metro to consider the long-term benefits of sustainable growth over the short-term appeal of leaving land wild. Just as Roosevelt and Pinchot understood the value of managing natural resources for the benefit of all, we must adopt policies that ensure the land serves the people of Sherwood—not just those who can afford to prioritize untouched nature over community needs. The Sherwood West concept plan addresses that in a most impressive way.

Additionally, if City Council is given unfavorable conditions that stalemates the entire ask of the Urban Growth Management Decision, they could potentially withdraw and fail to have served

our community. Most will likely not be in service many years from now anyway. The application process is too costly. We would have to start the process all over again. By the time interest returns, if at all, and sites are permitted and built it will have been 8 years. Hopefully this letter gets into the right hands and Sherwood will maintain trajectory towards becoming one of Oregon's most desired places to live, for all, not just the few.

I look forward to your consideration of this critical issue and am confident that with timely and fair stewardship, we can create a future where Sherwood thrives economically, socially, and environmentally.

Thank you for your time and attention.

Sincerely,

Peter C. Foster

Owner
Memoirs LLC
[redacted]
Honolulu, HI. 96813
memoirshawaii.com

Managing Partner
Prodigal Sons LLC
[redacted]
Sherwood, OR. 97140
prodigalsons.farm

[redacted]
[redacted]

Miriam Hanes

From: Peter Foster <[redacted]>
Sent: Friday, August 23, 2024 11:32 AM
To: Metro 2040
Subject: [External sender]Urgent. Please Read
Attachments: Final Letter to Metro.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Peter Foster

19800 SW Kruger Road

Sherwood, Oregon, 97140

[redacted]

8.22.2024

Metro Council

600 NE Grand Ave

Portland, OR 97232

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memoirshawaii.com

Managing Partner
Prodigal Sons LLC
[redacted]
Sherwood, OR. 97140
prodigalsons.farm

[redacted]
[redacted]

CLACKAMAS COUNTY

PLANNING & ZONING

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DEVELOPMENT SERVICES BUILDING
[redacted]
OREGON CITY, OR 97045

TO: Metro Urban Growth Management Team, via email [redacted]

FROM: Clackamas County Planning Staff

RE: Technical Letter of Comment Regarding the Draft 2024 Urban Growth Report

DATE: August 22, 2024

Thank you for the opportunity to comment on the Draft 2024 Urban Growth Report (UGR). We appreciate your efforts to coordinate with our team and the many conversations you have convened in developing this report.

In addition to the Clackamas County Board's letter of comment, our technical staff would like to submit to the record the below concerns, questions and requests.

First, as raised at MTAC, it is difficult to determine how the calculations were made between the appendices and the draft UGR. We request that you provide a clearer record of computation in calculating the formal figures that are the basis for tables in the UGR.

For example, Table 9, *Summary of residential growth capacity inside the UGB by housing type* (page 32) shows "low", "mid", and "high" capacity numbers for single-unit detached, middle housing, and multifamily housing types. But the note to the table says that these capacity numbers should not be totaled, "for instance, adding up high capacity for each housing type", so it is unclear how we know how much capacity exists in the UGB and how these numbers should be used to compare capacity to the projected need. While Metro staff has provided, via email, some clarity to how the numbers in this table were calculated, it remains unclear how this table relates to Table 15 (page 40) in which the expected need is compared to some amount of capacity in each of the scenarios. To that end, additional data in an appendix that clearly walks a reader through these calculations should be provided; this would not only be helpful for reviewers, but it would also lead to more confidence in the summaries and options presented in the UGR.

Buildable Lands Inventory:

- Our team would like to thank Metro Staff and Johnson Economics for the creation of the Predictive Redevelopment Model to create a supply side response to key market parameters for anticipated development and redevelopment activity (Appendix 2, Attachment A). This is an innovative resource that is working to provide one of the missing pieces of the puzzle in matching land use with the redevelopment aspects of buildable land. That said, we do have some questions about the assumptions for redevelopment. One concern is that the proforma indicates that much of our "naturally occurring" affordable housing, such as manufactured home parks and older existing apartments will be re-developed. We are concerned that some of the assumptions may not support the retention of these critical assets, thereby leading to displacement, and also may incorrectly influence the capacity estimates.

Housing Needs Analysis:

- Data on housing underproduction show inconsistencies. In 2021, ECO Northwest conducted a study, Implementing a Regional Housing Needs Analysis Methodology in Oregon that estimated housing underproduction in the Portland Metro region to be 59,488 units (Exhibit 18, p. 35). In the draft UGR, however, the estimate for housing underproduction is estimated to be 15,000 (Table 10, p. 33). Metro Staff provide a thorough methodology for calculating underproduction (Appendix 8A, p. 4), but the UGR and accompanying appendices do not provide an explanation for this discrepancy. Further, it would be helpful to have a record of specific inputs and calculations that result in the figures listed in Table 10 on p. 33 in the UGR.
- There is detailed information about the total new housing units needed in the Metro UGB by housing type (Table 14, p. 37) but there is no equity analysis in the UGR or Appendices 8 or 8A that provide a clear understanding of who the proposed housing units in Sherwood West are going to serve or how these new housing units will be used to accommodate those working in the hospitality sector of the proposed expansion area.
- Slope requirements may not equate to affordable housing. Site design and assembly adds considerable cost and discourages a site's likelihood for affordability when entering the market after construction. Further scrutiny and discussion on housing mix, particularly aspects of its affordability, should be determined and clarified in the final UGR.

Employment Land:

- Provide a clearer understanding of how slope requirements affect buildable land inventory. If slope requirements are at 7%, that would decrease buildable industrial land from 6,000 acres to 4,700 acres inside the UGB, on aggregate. If we are planning for high growth, this would change a 750-acre aggregate surplus into a 550-acre aggregate deficit (Table 19; p. 54 of draft UGR).
- Discussion on transportation and transit investment is almost completely missing in the report and accompanying Appendices; this must be developed and included in the UGR. Currently, there are no transit options in the proposed expansion area, and the closest bus in service is 2 miles away from Sherwood West. Addressing infrastructure needs and investment is critical for growth in the region.
- There may be a mismatch in what is presented in the Buildable Land Inventory (Figure 23; p. 55; Appendix 6) and what is desired when considering market factors. The current analysis presents Tier 3 land that is a minimum of 30 months from being development ready. Also noted in the UGR is that the average industrial parcel size is 3.8 acres, with a median industrial parcel size of 1.7 acres. Market factors indicate firms seek parcels that are a minimum of 5 acres and Tier 2 readiness (developable in 7 to 30 months or less). It would be useful for the analysis to break down data even further, describing the amount of land that is at least 5 acres and at least Tier 2 in readiness.

Capacity Analysis:

- Capacity allocated to unincorporated Clackamas County includes several areas that will not urbanize and develop at expected densities unless annexed into a city. Based on conversation with Metro staff, we understand that urban levels of capacity that are within the City of Happy Valley's North Carver/Pleasant Valley Plan area and planned areas outside of Oregon City are

included in the unincorporated county totals if the lands have not yet annexed to the respective cities. While staff also understands that this capacity is included as part of regional capacity for the purposes of assessing the regional urban growth boundary, we have several concerns about including this capacity in the unincorporated totals versus the cities where this urban development would happen.

a. County staff raised this issue several times throughout the development of the draft UGR and was assured that it would be addressed or at least acknowledged. Based on out reading of the draft UGR and associated appendices, it is neither addressed nor acknowledged.

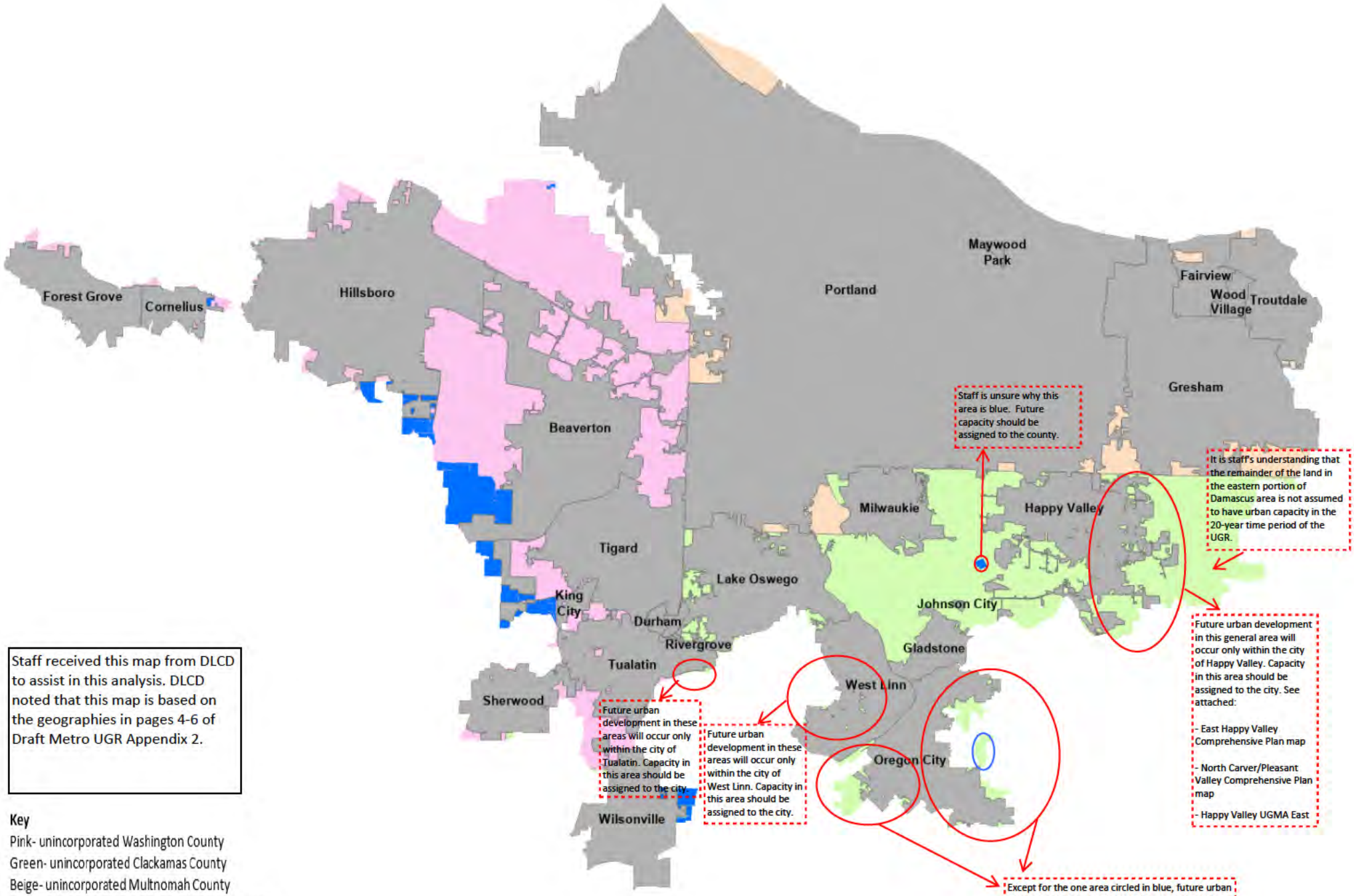
b. The urban unincorporated land (UUL) within the Metro UGB will be allocated housing targets under the new Oregon Housing Needs Analysis (OHNA) rules. Specifically, it appears from initial drafts of the OHNA methodology for allocating housing production targets, that the state will by relying on Metro's capacity analyses and ultimately Metro's distributed forecast for these housing production allocations. It is county staff's understanding that Metro's distributed forecast is at least partially based on these capacity numbers. Therefore, it is imperative that the capacity is "assigned" to the correct jurisdiction.

c. To that end, county staff has attached several maps to this letter to help Metro identify where future capacity numbers should be assigned and is happy to work with Metro staff to resolve this issue.

- The capacity analysis also overestimates capacity allocated to residential development and underestimates capacity for commercial development in some areas identified as having "mixed use", which county staff understands to mean zoning that would allow for both residential and commercial development. Specifically, in areas along McLoughlin Blvd in Clackamas County – in which the general commercial zoning also allows fairly high-density housing - it is assumed development of buildable lands will be 95% residential and 5% commercial. Little to no residential development has occurred in this location in the last several decades despite housing being allowed by zoning.

We acknowledge that completing these analyses for the region are challenging, especially in this time of constant change in housing and employment markets and new rules coming down from the state. We appreciate Metro's efforts to create an analysis that is more nuanced and market-based, rather than the simpler demand versus supply numbers that have been used in past reports, and we recognize that this approach leads to more uncertainty.

With that in mind, we would like to reiterate our Board's request to consider selecting the high growth rates for both population and employment, which will provide jurisdictions the latitude to attract more investment opportunities, meet coming housing production targets, and better be able to balance housing, employment and transportation needs.



Staff received this map from DLCD to assist in this analysis. DLCD noted that this map is based on the geographies in pages 4-6 of Draft Metro UGR Appendix 2.

Key

Pink- unincorporated Washington County
Green- unincorporated Clackamas County
Beige- unincorporated Multnomah County
Blue- UGR Appendix 2 p.6 jurisdictional assignment

East Happy Valley Comprehensive Plan

HAPPY VALLEY, OR
EST. 1965

Existing Roads

- Arterial
- Collector

Planned Roads

- Arterial
- Collector

Zoning

- Community Commercial Center (CCC)
- RRFF5
- Employment Center (EC)
- Industrial Campus (IC)
- Institutional and Public Use (IPU)
- Mixed Commercial Center (MCC)
- Mixed Use Employment (MUE)
- Mixed Use Residential - Attached (MUR-A)
- MUR-M1 (Mixed Use Residential MultiFamily)
- MUR-M2 (Mixed Use Residential Multifamily)
- MUR-S (Mixed Use Residential Single Family)
- R-5 (Residential 1 Unit/5,000 SF. Ft.)
- R-7 (Residential 1 Unit/7,000 Sq.Ft.)
- R-10 (Residential 1 Unit/10,000 Sq.Ft.)
- R-15 (Residential 1 Unit/15,000 Sq.Ft)
- R-20 (Residential 1 Unit/20,000 Sq.Ft.)
- R-20 (Residential 1 Unit/20,000 Sq.Ft.)
- Single-Family Attached Residential (SFA)
- Comprehensive Plan Boundary

0 0.07 0.15 0.3 Miles

Date Saved: 9/28/2022

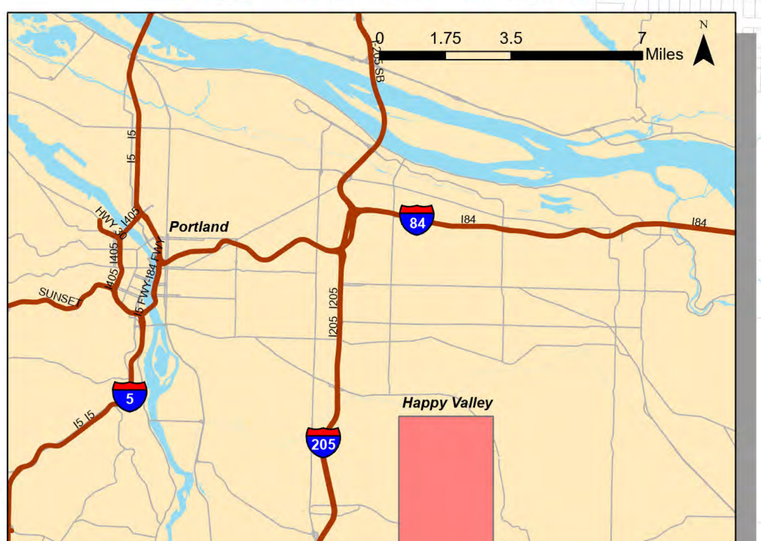
Source: Data from Clackamas County GIS & Metro Data (2021)

The information on this map was derived from digital databases from the City of Happy Valley. Care was taken in the creation of this map but it is provided "as is". The City of Happy Valley cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Although information from Land Surveys may have been used in the creation of this product, in no way does this product represent or constitute a Land Survey. Users are cautioned to field verify information on this product before making any decisions.

This document has been reproduced from the East Happy Valley Comprehensive Plan Map updated February 7, 2009.

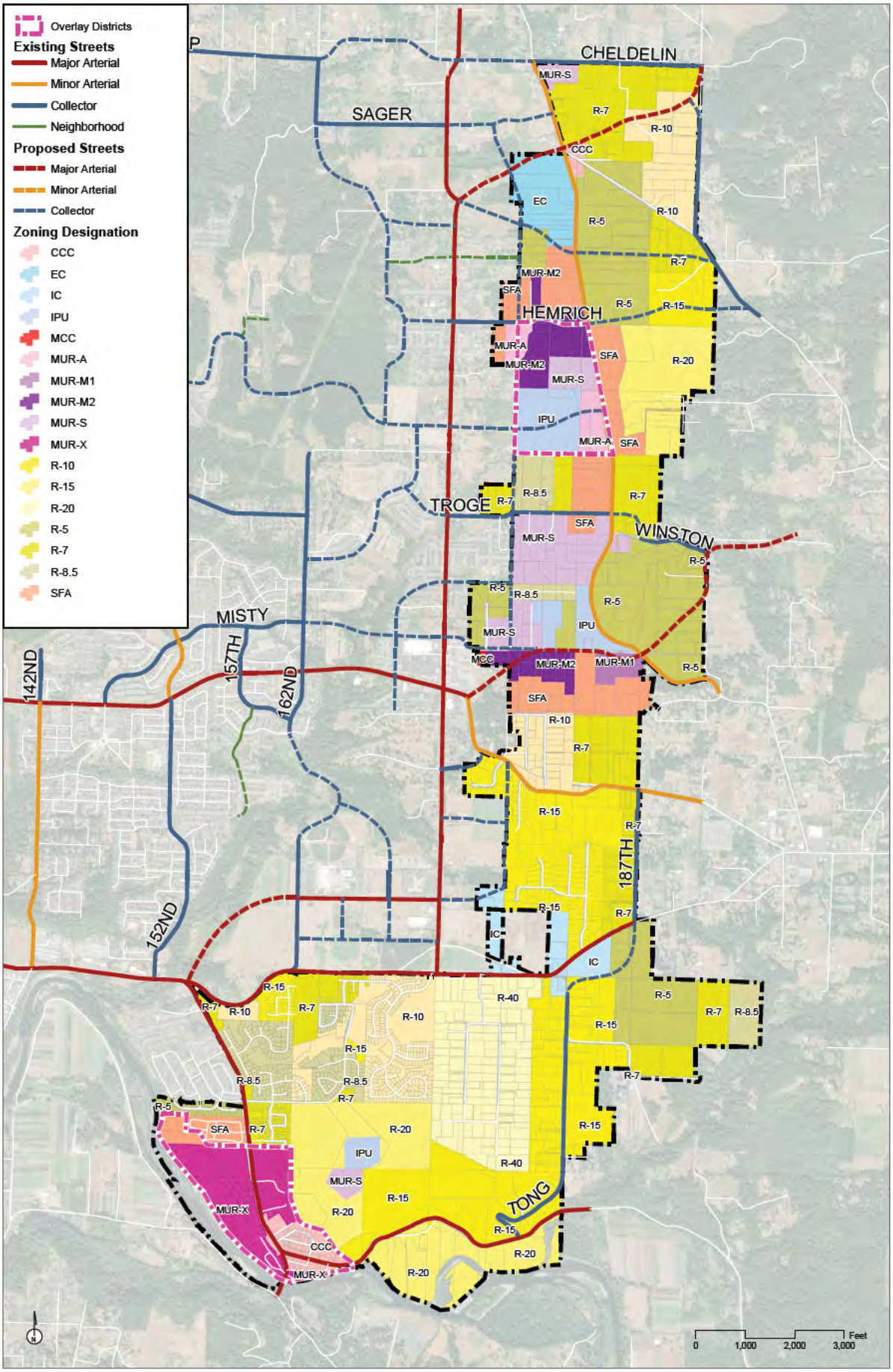
City of Happy Valley G:\Maps\Maps For Planning\2022 Planning maps\Long Range maps\EHVCP September 2022\EHVCP September 2022.aprx

LOCATION



004241

Figure 23. Zoning Map



004242

DocuSign Envelope ID. 0D422339-34FF-4403-B293-E391A7AFA253

CITY OF HAPPY VALLEY/CLACKAMAS COUNTY

URBAN GROWTH MANAGEMENT AGREEMENT

This Urban Growth Management Agreement ("UGMA" or "Agreement"), by and between the City of Happy Valley, an Oregon municipal corporation ("City") and Clackamas County, a political subdivision of the State of Oregon ("County") (collectively, the "Parties," and each individually a "Party").

RECITALS

WHEREAS, authority is conferred upon local government under ORS 190.010 to enter into an agreement for the performance of functions and activities that the local government, its officers or agencies has authority to perform; and

WHEREAS, the City and the County have a common interest in coordinated comprehensive plans, compatible land uses and coordinated planning of urban facilities within the Happy Valley Urban Planning Area East ("HVUPAE"), as described in Exhibit A to this Agreement; and

WHEREAS, the exchange of information should concentrate on issues that may have a significant impact on either Party and should not entail cumbersome procedural requirements that may increase the time necessary to expedite decision making; and

WHEREAS, OAR 660-003-0010 requires management plans for unincorporated areas within an urban growth boundary to be set forth in a statement submitted to the Land Conservation and Development Commission ("LCDC") at the time of acknowledgement request; and

WHEREAS, OAR 660-011-0015 requires an urban growth management agreement to specify the entity responsible for the preparation, adoption and amendment of the public facility plan(s); and

WHEREAS, the City and County previously entered into an urban growth management agreement on January 30, 1992, and amended on June 19, 2001, and subsequently amended on November 18, 2013 for areas to the west and southwest of the existing City of Happy Valley (extending to the Veterans Memorial Highway), which is hereby referred to as the "UGMA WEST" and is a separate urban growth management agreement from this Agreement, which is hereby referred to as the "UGMA EAST".

Clackamas County Official Records
Sherry Hall, County Clerk
Commissioners' Journals
Agreements & Contracts

2021-0580

12/02/2021 2:06:29 PM

NOW THEREFORE, the Parties agree as follows:

AGREEMENT

1. Definitions.

As used in this Agreement, the following words shall mean or include:

1.1 Comprehensive Plan. Any plan document as described in ORS 197.015(5) that is adopted by a Party and that applies within the HVUPAE.

1.1.1 City Comprehensive Plan. The City of Happy Valley Comprehensive Plan.

1.1.2 County Comprehensive Plan. The Clackamas County Comprehensive Plan.

1.2 Land Use Policies. The whole or any part of any comprehensive plan, subarea comprehensive plan, Title 16 of the City's Municipal Code ("Development Code"), the Clackamas County Zoning and Development Ordinance ("ZDO"), refinement plan, public facility plan developed under OAR Chapter 660, Division I, land use regulation as defined by ORS 197.015(11), or any other generally applicable policy regulating the use or development of land. As applied to Metro, "Land Use Policies" include Planning Goals and Objectives, Regional Urban Growth Goals and Objectives, Functional Plans, and Regional Framework Plans.

1.3 Happy Valley Urban Planning Area East ("HVUPAE"). The HVUPAE includes unincorporated land within the Portland Metropolitan Urban Growth Boundary ("UGB") located generally east of 172nd Avenue and west of 222nd Avenue, as illustrated on the map attached as Exhibit A to this Agreement.

2. Terms of this Agreement.

2.1 This UGMA EAST becomes effective as specified under Section 8.3, below, and shall continue thereafter for an initial term of 10 years, unless terminated as provided in this Section or modified consistent with Section 8.4. This Agreement automatically renews for one additional 10-year term unless, not later than 90 days prior to the expiration of the initial term of this UGMA, one of the Parties provides the other Party with written notice that it does not wish to renew the UGMA EAST, in which case this UGMA will automatically terminate upon completion of the initial 10-year term. Either Party may terminate this agreement at any time after providing at least 90 days written notice to the other Party.

3. General Provisions.

3.1 General Planning and Permitting Responsibilities

3.1.1 Comprehensive Plan/Zoning Designations and Amendments. The County Comprehensive Plan and zoning shall apply to all unincorporated land within the HVUPAE until such time as those lands are annexed into the City. Unless

otherwise provided by law, the development of a comprehensive plan map amendment or zone change for the unincorporated areas within the HVUPAE shall be a coordinated joint effort of the Parties. The County shall be responsible for preparing and making a decision on all legislative and quasi-judicial comprehensive plan amendments/zone changes for areas within the HVUPAE not annexed to the City in coordination with the City and consistent with state law and the Metro Functional Plan. The City shall have the unrestricted right to review, comment on and appeal all legislative and quasi-judicial comprehensive plan amendments/zone changes processed by the County within the HVUPAE.

3.1.2

Land Use Permitting Authority. The County Comprehensive Plan and land use regulations shall apply to an application for a permit or other land use review within the HVUPAE not annexed to the City. County shall retain responsibility and authority for all implementing regulations and land use actions for all unincorporated lands within the HVUPAE, until lands are annexed to the City.

For properties that annex into the City of Happy Valley in the HVUPAE, the City shall apply the underlying County Plan and zone provisions in accordance with the procedural framework of the City's Municipal Code until the City has adopted urban City Comprehensive Plan designations and zoning districts for the HVUPAE.

3.1.3

Urban Plan Development. The Parties agree that the City shall be responsible for developing and adopting an urban Comprehensive Plan and zoning districts for areas that do not currently have urban designations within the HVUPAE, per Section 4 of this Agreement.

3.1.4 Land Divisions. Land divisions that would create parcels smaller than 20 acres in size shall not occur within lands with a Rural Comprehensive Plan designation within the HVUPAE.

3.2 Annexation.

3.2.1 Conditions Requiring Annexation. The owner(s) of property adjacent to the City (including by extension of a public right-of-way or body of water, per the City's annexation policies), who are seeking access to City-provided services (for example, Planning, Engineering, or Building Division permits) may be required to submit an annexation petition to the City.

3.2.2 Annexation Consent. At the discretion of the Board of County Commissioners ("Board"), the County may provide consent for annexations, when such consent is required per ORS 222.170 or ORS 222.125 for properties utilizing county right-of-way for an annexation, if city agrees to accept the transfer of the section of the roadway being used to access the annexed property.

3.2.3 Annexation Plan. Any City-initiated Annexation Plan shall be developed consistent with applicable state and regional laws. Opportunity shall be provided

to citizens, the County, active Citizen Planning Organizations ("CPOs") and affected service providers to review and comment on the Annexation Plan prior to any annexation election. Annexation Plan(s) will include development of public facilities plan(s) for the Annexation Plan area(s).

3.3 Public Facilities.

3.3.1 Public Facilities Plans. Except as identified in Section 4, the City shall coordinate the preparation or amendment of public facilities plans within the HVUPAE as may be required by OAR Chapter 660, Division 11 (Public Facilities Planning) and applicable sections of ORS Chapter 195 with the appropriate service providers. Upon annexation, an area within the HVUPAE shall be provided with public facilities services through a combination of City-provided services and by way of Intergovernmental Agreements ("IGAs") with applicable service providers, which may include the following: sanitary storm services – Water Environment Services "WES"); water service providers – Sunrise Water Authority, Clackamas River Water; county road services – Clackamas County Department of Transportation and Development; fire prevention services – Clackamas Fire District No. 1; services related to the provision and maintenance of open space – Metro; mass transit services – Tri-Met; and, school facility planning – North Clackamas School District No. 12, Gresham-Barlow School District, and Centennial School District.

3.3.2 New Service Districts. County shall not form any new county service districts to serve any areas within the HVUPAE, nor shall it support the annexation of any land within the HVUPAE to any such districts or to any other service districts without the prior written consent of the City.

4. Planning for Urbanization of Rural Lands in the HVUPAE.

4.1 Planning authority. The City shall be responsible for planning for any future urbanization of rural lands within the HVUPAE. The urbanization of rural lands within the HVUPAE will only occur upon annexation to the City. The City shall coordinate with the County Planning Division and other relevant County Department of Transportation and Development ("DTD") staff regarding future urban planning and development activities and the transportation network in the HVUPAE. County staff shall be invited to participate in the proceedings of all relevant Technical Advisory Committees in the review of urban plans within the HVUPAE. The City shall notify and coordinate with the County on amendments to the City's Transportation System Plan ("City TSP").

4.2 Land use and transportation planning in the HVUPAE. Building off existing studies and previously completed planning work, the City of Happy Valley and the County will develop the following planning documents for the HVUPAE:

4.2.1 Integrated Land Use and Transportation Plans (Urban Plans):
The City may create detailed, integrated land use and transportation plans for "phases," or portions of the HVUPAE that the City determines are of sufficient size to phase development and urban service provision in a cost-effective and efficient manner. These plans shall include all elements required for a full urban

comprehensive plan for the selected area.

4.2.1.1 Coordination: All integrated land use and transportation plans shall be coordinated with the County to ensure consistency with County transportation plans and other planning in adjacent unincorporated rural areas. The City shall lead this planning undertaking with County coordination and participation in all relevant committees.

4.2.1.2 Notification: The City shall notify the County Planning Director prior to the initiation of each phase of urban land use and transportation planning. Notification shall, at a minimum, include a map of the area to be planned and an estimated timeframe for adoption of an urban plan.

4.2.1.3 Providing Employment Land: The City and County recognize the importance or providing employment land to support stronger economic growth in the County and will work together to identify opportunities to provide such lands in the HVUPAE, to potentially include employment areas different than those identified as Metro Title 4 lands.

4.2.1.4 Providing Affordable Housing Opportunities: The City and County recognize the importance or providing land for the development of affordable housing in the County and will work together to identify opportunities to provide such lands in the HVUPAE.

4.2.2 Clackamas County Transportation System Plan ("County TSP"): An update of the County TSP will be developed for the Metro UGB area illustrated within Exhibit A beyond (east of) any areas inside the HVUPAE that are not part of an integrated land use and transportation plan that is adopted or actively being completed by the City. The County TSP update will plan for transportation improvements necessary to serve travel patterns that are expected in the future in and adjacent to the HVUPAE including, without limitation, those areas within the Metro UGB but outside the HVUPAE.

4.3 State Highway System Improvements. The City and County recognize the importance of working with the Oregon Department of Transportation ("ODOT") to ensure that state transportation facilities be built/improved to accommodate expected population and employment growth in the HVUPAE and will utilize any subsequent land use and transportation plans to advocate for the timely development of the Sunrise Highway.

5. Other City Responsibilities.

5.1 Functions. All functions relating to the subject matter of this Agreement not specifically listed in this Section or any Exhibit as being the responsibility of the City will remain the responsibility of County. City shall be responsible for the timely and effective distribution to County of studies, information, requests, data and personal communications in City's possession on any matter concerning coordination between the City and County and/or regarding any infrastructure or policy issues coordinated by County.

5.2 Road Jurisdiction, Transfer and Condition. The City shall assume jurisdiction of the full width of any applicable segment of County road classified by the County as minor arterial, collector, connector, or local street that is within or immediately abutting an area annexed to the City within one year of the date of that annexation, assuming all provisions detailed below have been met. The transfer and assumption of jurisdiction shall be consistent with the provisions of ORS 373.270.

Concurrent with the date that a road is transferred, the County will upgrade the roadway or provide funds equivalent to the cost of a two-inch overlay over the existing pavement area, unless the road has a Pavement Condition Index (PCI) rating of 70 or higher, or the Parties mutually agree that overlay funds are not necessary for transfer. Alternatively, if a roadway or roadway section has a PCI of 50 or less, the City will only accept said roadway once a PCI of 70 or higher is achieved by the County or the Parties mutually agree upon a funding level equivalent to upgrading of the roadway to a PCI of 70 or higher.

5.2.1 For any County minor arterial, collector, connector or local street within the City boundary that is being transferred, but subsequent to annexation, the County shall allow improvements to be constructed to City standards and defer permitting authority to the City. The City shall issue all appropriate permits directly to the developer.

5.2.2 For any improvements to a County major arterial road within the City boundary, the County shall determine if City standards along the major arterial are acceptable to the County and do the following:

A. If the City standards are acceptable to the County, the County shall allow all improvements to be constructed to City standards. The County shall issue all appropriate permits with City concurrence.
B. If the proposed cross section standards are not acceptable to the County, the County shall require those improvements to be constructed to County standards. The County shall issue all appropriate permits.

5.3. City Notice to and Coordination with the County and CPOs.

5.3.1. The City shall provide notice to the County and the appropriate active CPOs at least 20 days prior to the first public hearing on all proposed annexations or extraterritorial service extensions into unincorporated areas.

5.3.2. The City shall provide notice to the County at least 20 days prior to the first scheduled public hearing on all proposed legislative changes to the City Comprehensive Plan or any quasi-judicial hearings regarding properties adjacent to unincorporated areas within the HVUPAE.

5.3.3. The City shall notify and coordinate with the County on amendments to the City TSP.

5.3.4. City shall provide notice and a service-provider comment letter to the applicable County Department in conjunction with the City's review of any land use application or building permit in which the proposed development activity might affect County facilities.

6. Other County Responsibilities.

6.1. County Notice to and Coordination with the City for Lands in HVUPAE.

6.1.1. The County shall provide notice to the City at least 20 days prior to the first scheduled public hearing on all proposed legislative changes to the County Comprehensive Plan text, implementing ordinances or other land use policies affecting land within the HVUPAE, and shall provide notice to the City at least 20 days prior to the first scheduled quasi-judicial public hearing regarding any properties adjacent to the City's incorporated area.

6.1.2. The County shall provide notice to the City at least 20 days prior to a staff decision on any Type II application for administrative action as provided in the ZDO for property within the HVUPAE.

6.1.3. The County shall notify and invite City staff to participate in or comment on all pre-application meetings for design review, conditional use permits, partitions, subdivisions or other significant development proposals within unincorporated areas of the HVUPAE at least 15 days prior to any such meeting.

6.1.4. Any amendments proposed by the County to the UGB within one mile of the HVUPAE will be reviewed jointly by the City and the County prior to submission to Metro.

6.1.5. In any County land use proceeding affecting property within the HVUPAE, the County shall enter all written comments received from the City into the public record and shall consider such written comments in the exercise of its planning and plan implementation responsibilities.

7. Mutual Indemnification

7.1 Subject to Article XI of the Oregon Constitution and ORS 30.260 to 30.300, the City will hold harmless, defend and indemnify the County, its elected officials, officers, and employees, for and against any claims or damages to property or injury to persons, resulting in whole or part from City's acts or omissions in performing any obligations under this Agreement.

7.2 Subject to Article XI of the Oregon Constitution and ORS 30.260 to 30.300, the County will hold harmless, defend and indemnify the City, its elected officials officers and employees for and against any claims or damages to property or injury to persons, resulting in whole or part from the County's acts or omissions in performing any obligation under this Agreement.

8. General Provisions.

8.1 Applicable Law. This Agreement shall be governed by Oregon law, without giving effect to the conflict of law provisions thereof, and the Parties agree to submit to the jurisdiction of the courts of the State of Oregon.

8.2 Insurance Coverage.

8.2.1. Commercial General Liability Insurance. Each of the Parties shall obtain and maintain at all times during the course of this Agreement commercial general liability insurance coverage pursuant to Oregon Tort Claims Act and subject to the limits of the Act covering Bodily Injury and Property Damage on an "occurrence" form in the amount of not less than $1 Million per occurrence/$2 Million general aggregate for the protection of the other Party, its officers, elected officials and employees. This coverage shall include Contractual Liability insurance for the indemnity provided under this Agreement.

8.2.2. Notice of Cancellation. There shall be no cancellation, material change, exhaustion of aggregate limits or intent not to renew any Party's insurance coverage contemplated by this Agreement without 60 days written notice to the other Party. Any failure to comply with the provision will not affect the insurance coverage provided to the Party. The 60-day notice of cancellation provision shall be physically endorsed on to the policy.

8.2.3. The County may self-insure to meet the minimum insurance requirements of this Section 8.2, to the extent that it maintains a self-insurance program that complies with the insurance requirements applicable under this Section 8.2.

8.3 Effective Date and Term. This Agreement shall become effective on the last date signed below and shall continue in effect according to its Terms.

8.4 Amendment. This Agreement may be amended at any time consistent with Section 8.9 below.

8.5 Assignment. Except as otherwise provided herein, the Parties may not assign any of their rights or responsibilities under this Agreement without prior written consent from the other Party, except that a Party may delegate or subcontract for performance of any of their responsibilities under this Agreement.

8.6 Dispute Resolution.

8.6.1. Subject to mutually agreed upon extensions of time in writing, failure or unreasonable delay by any party to substantially perform any material provision of this agreement shall constitute default. In the event of an alleged default or breach of any term or condition of this agreement, the Party alleging such default or breach shall give the other Party not less than 30 days written notice specifying the nature of the alleged default and the manner in which the default may be cured satisfactorily. During this 30-day period, the Party shall not be considered in default for purposes of termination or instituting legal proceedings.

8.6.2. The Parties shall first attempt to resolve the dispute by negotiation, followed by mediation, if negotiation fails to resolve the dispute.

8.6.3. Step One: (Negotiation). Each Party will select one or more person(s) to negotiate on behalf of the entity they represent. Those person(s) shall then meet and attempt to resolve the issue. If the dispute is resolved, there shall be a written determination of such resolution, signed by a representative of each Party and ratified by the governing bodies that shall then be binding.

8.6.4. Step Two: (Mediation). If the dispute cannot be resolved within thirty (30) days at Step One, the Parties may submit the matter to mediation. The Parties shall attempt to agree on a mediator. If they cannot agree, the Parties shall request a list of five (5) mediators from an entity or firm providing mediation services. The Parties will attempt to mutually agree on a mediator from the list provided, but if they cannot agree, each Party shall select one (1) name. The two selected shall select a third person who shall serve as the mediator. The common costs of mediation borne equally by the Parties with each bearing its own costs and fees. If the issue is resolved at this step, a written determination shall be signed by each Party and approved by the governing bodies.

8.6.5. Step Three (Legal Action). If the dispute remains unresolved following mediation, the Parties may seek remedy by appropriate proceedings filed in Clackamas County Circuit Court. In any such judicial proceeding, each Party shall be responsible for its own costs and fees.

8.7 Execution in Counterparts. This Agreement may be executed in any number of counterparts, each of which may be executed by any one or more of the parties hereto, and all of such counterparts shall constitute one Agreement. Counterparts of executed signature pages may be attached to any one or more counterparts of this Agreement. To facilitate execution of this Agreement, the Parties may execute by facsimile or e-mail transmission counterparts of the signature pages.

8.8 Severability. In the event a court of competent jurisdiction deems any portion or part of this Agreement to be unlawful or invalid, only that portion of part of the Agreement shall be considered unenforceable. The remainder of this Agreement shall continue to be valid.

8.9 Entire Agreement. This Agreement constitutes the entire agreement between the Parties and supersedes any prior oral or written agreements or representations relating to the HVUPAE. No waiver, consent, modification or change of terms of this Agreement shall bind the Parties unless in writing and signed by each party.

8.10 Non-Exclusive Rights and Remedies. Except as otherwise expressly provided herein, the rights and remedies expressly afforded under the provisions of this Agreement shall not be deemed exclusive and shall be in addition to and cumulative with all rights and remedies otherwise available at law or in equity. The exercise by either Party of any one or more of such remedies shall not preclude the exercise by it, at the same or different times, of any other remedies for the same default or breach, or for any other default or breach, by the other Party.

8.11 Debt Limitation. This Agreement is expressly subject to the debt limitation of Oregon counties set forth in Article XI, Section 10, of the Oregon Constitution, and is contingent upon funds being appropriated therefore. Any provisions herein which would conflict with law are deemed inoperative to that extent.

8.12 Waiver. The failure of either Party to enforce any provision of this Agreement shall not constitute a waiver by such Party of that or any other provision.

8.13 Interpretation. The titles of the sections of this Agreement are inserted for convenience of reference only and shall be disregarded in construing or interpreting any of its provisions.

8.14 No Third-Party Beneficiary. Neither Party intends that this Agreement benefit, or create any right or cause of action in, or on behalf of, any person or entity other than the County or the City.

8.15 Notices. All notices or other communications required or permitted under this Agreement shall be in writing, and shall be mailed or sent by scanned document (e-mailed) or faxed with hard copy to follow by post, addressed as follows:

To City: City of Happy Valley
Economic & Community Development Department
16000 SE Misty Drive
Happy Valley, OR 97086

To County: Clackamas County Planning & Zoning Division
150 Beavercreek Rd.
Oregon City, OR 97045

IN WITNESS WHEREOF, the respective Parties have caused to be signed on their behalf and enter into this Agreement on the last date indicated below.

CITY OF HAPPY VALLEY

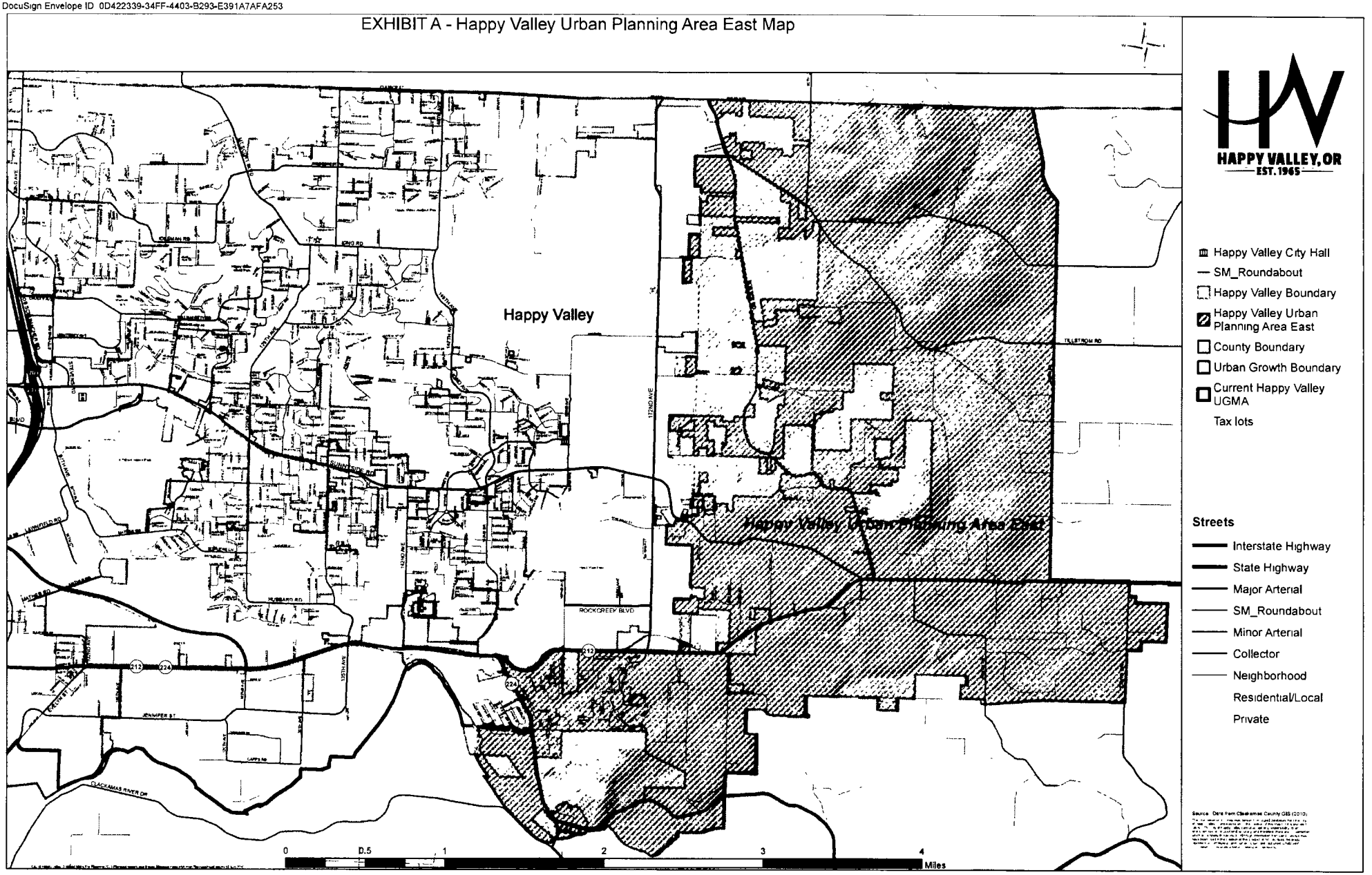
By DocuSigned by: Tom Ellis 10F80C7CEFCD433 Date 10/26/2021
Mayor

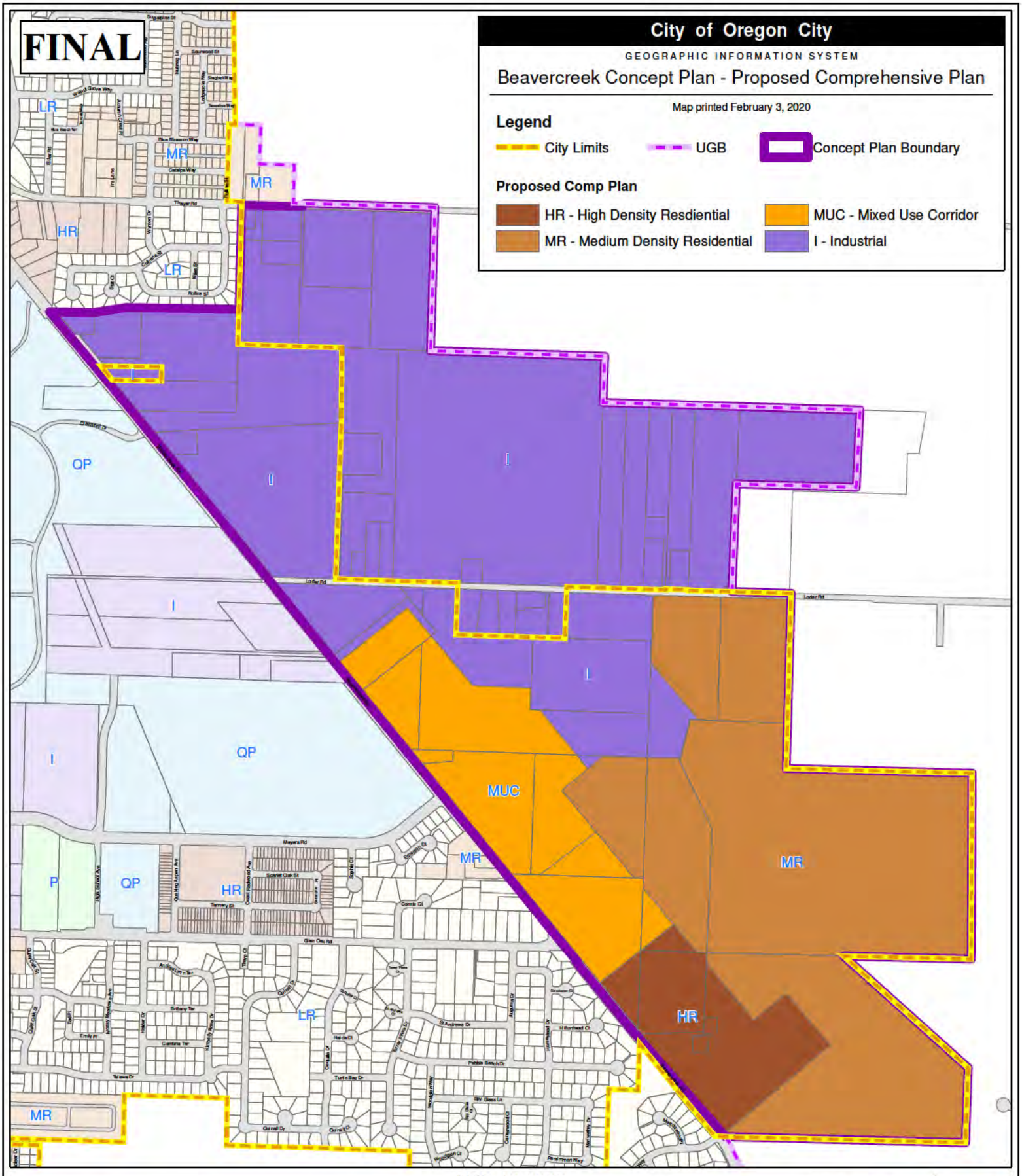
CLACKAMAS COUNTY

By _____ Date 11/24/2021
Chair, Board of County Commissioners

DocuSign Envelope ID 0D422339-34FF-4403-B293-E391A7AFA253

EXHIBIT A - Happy Valley Urban Planning Area East Map





LEG 19-0003
Beavercreek Road Concept Plan - Zoning and Code Amendments

0 450 900 Feet

1 inch = 900 feet

N
W E
S

The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. This map is not suitable for legal, engineering, or surveying purposes. Notification of any errors is appreciated.

City of Oregon City
P.O. Box 3040
625 Center St
Oregon City, OR 97045
503-657-0891 phone
503-657-6629 fax
www.orcity.org

Plot date: February 3, 2020
Plot name: Beavercreek Concept Plan - Proposed Comp Plan - 8x10P - 20200203.pdf
Map name: Beavercreek Concept Plan - Proposed Comp Plan - 8x10P.mxd

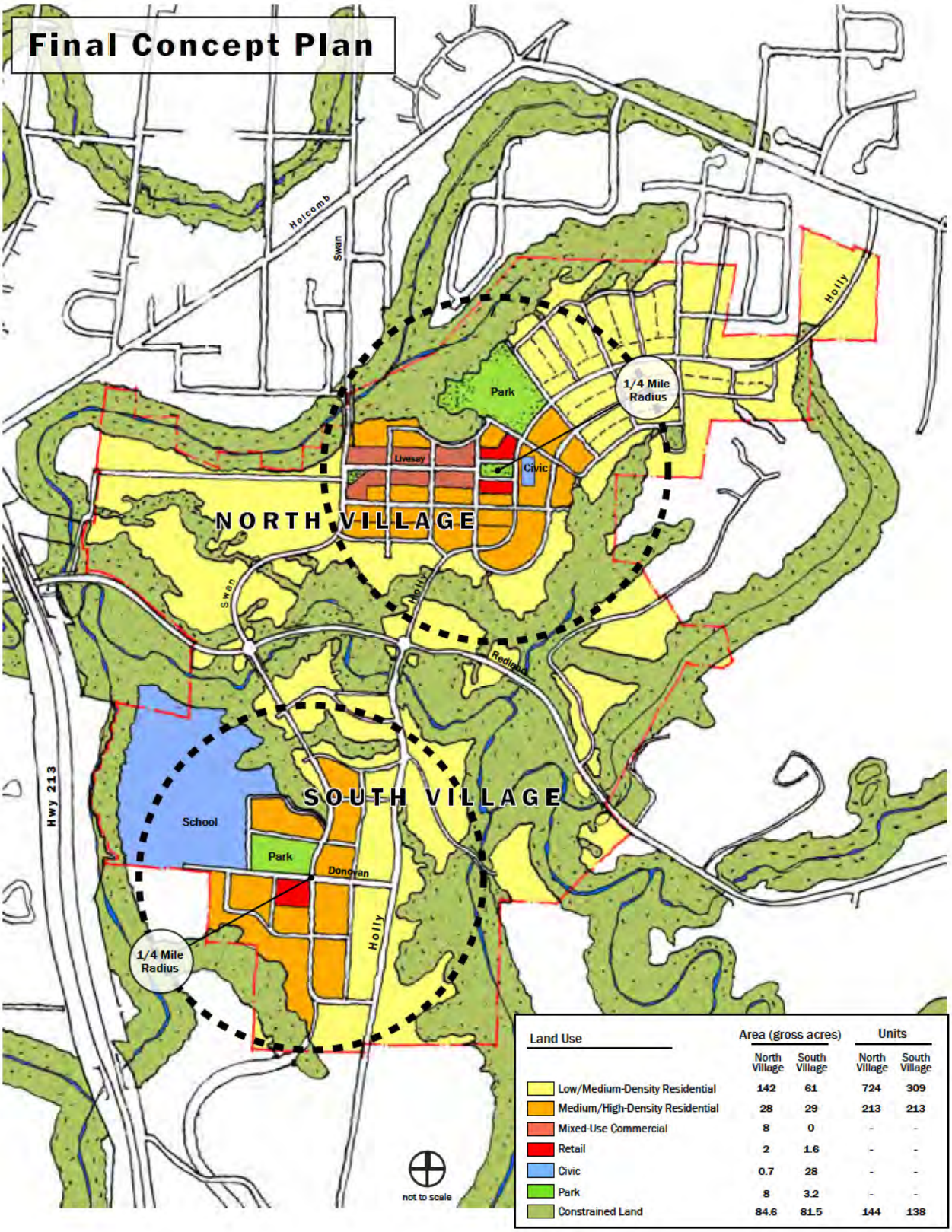


Figure 1-1. Park Place Concept Plan Urban Growth Diagram

This map is for concept planning purposes only. The specific locations of natural resource boundaries, open space, parks, land uses, roads, trails, infrastructure and related improvements may change and is subject to on-site verification and design at the time of development.

City of Oregon City

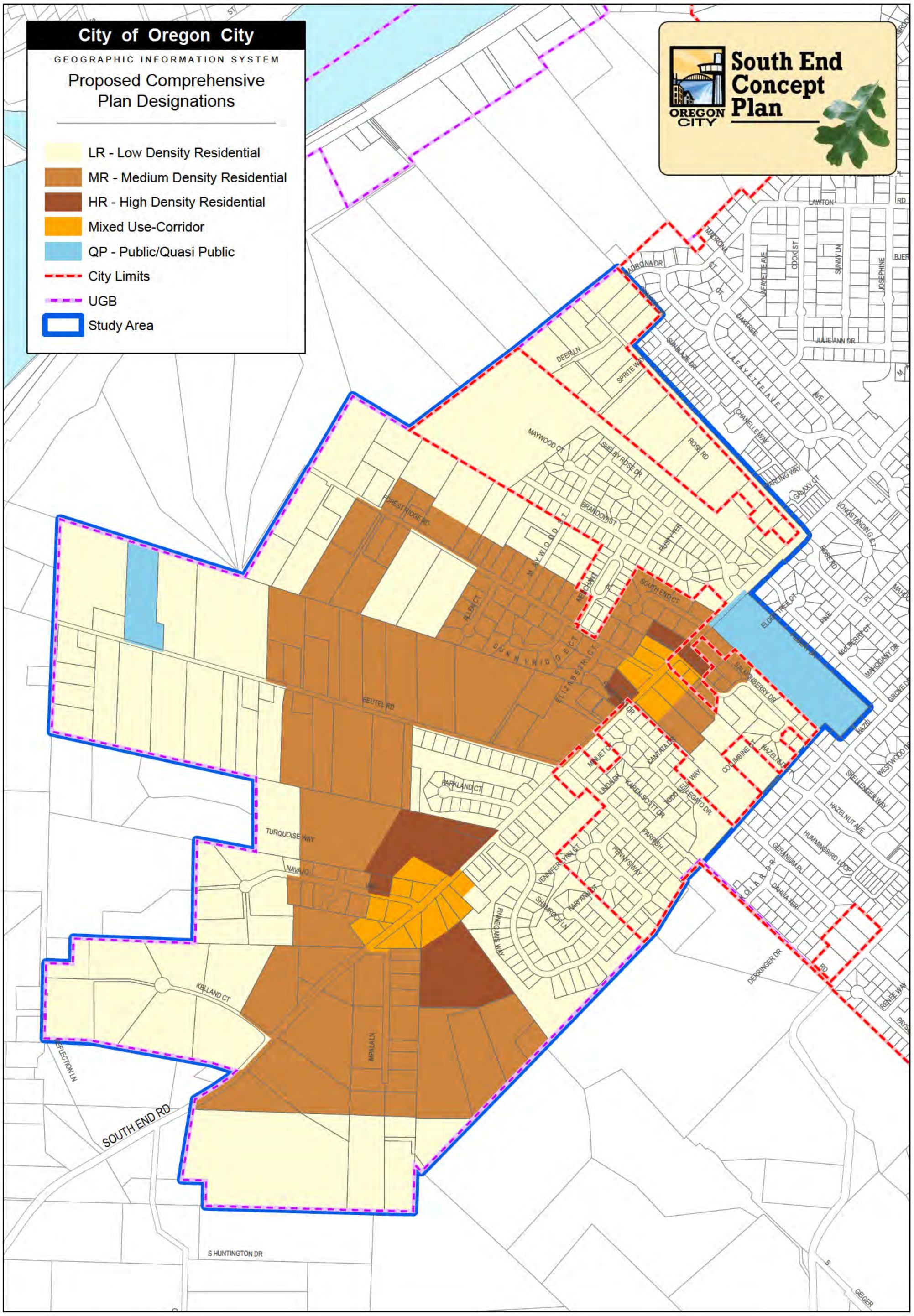
GEOGRAPHIC INFORMATION SYSTEM

Proposed Comprehensive Plan Designations

- LR - Low Density Residential
- MR - Medium Density Residential
- HR - High Density Residential
- Mixed Use-Corridor
- QP - Public/Quasi Public
- City Limits
- UGB
- Study Area

South End Concept Plan

OREGON CITY



The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. This map is not suitable for legal, engineering, or surveying purposes. Notification of any errors is appreciated.

N W E S

0 0.25 0.5 Miles

0 1,000 2,000 3,000 Feet

City of Oregon City
P.O. Box 3040
625 Center St
Oregon City, OR 97045
503-657-0891 phone
503-657-6629 fax
www.orcity.org

OREGON CITY

Please recycle with colored office grade paper.

004257

Plot date: March 21, 2014
Plot name: SECP - Proposed Comp Plan - 11x17P - 20140321.pdf
Map name: SECP - Proposed Comp Plan - 11x17P.mxd

Miriam Hanes

From: Fritzie, Martha <[redacted]>
Sent: Thursday, August 22, 2024 3:16 PM
To: Metro 2040
Subject: [External sender]Clackamas County Staff Comments - Draft UGR 2024
Attachments: Metro Draft UGR Technical Staff Letter_ClackCo_082224.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Thank you for considering the attached comments from Clackamas County staff regarding the draft UGR Report.

Please feel free to reach out to me with any questions,
Martha

Martha Fritzie, Principal Planner
Clackamas County DTD|Planning & Zoning
150 Beavercreek Road|Oregon City, OR 97045
[redacted]

Working hours 7:30am to 6:00pm|Monday – Thursday

Please visit our **webpage** for updates on Planning services available online, service hours and other related issues.



Follow Clackamas County: Facebook | Twitter | YouTube | Nextdoor

PMAR
PORTLAND METROPOLITAN ASSOCIATION OF REALTORS®

August 22, 2024

Urban Growth Management Team
Metro
600 NE Grand Avenue
Portland, OR 97232

Dear Metro Urban Growth Management Team,

I am writing on behalf of the Portland Metropolitan Association of Realtors® (PMAR) regarding Metro's Draft Urban Growth Report. We appreciate the extensive work Metro's staff put into the Urban Growth Report. We would also like to thank Metro for inviting PMAR to the Urban Growth Report Stakeholder table; it was a welcome opportunity to better understand the report's underlying work, data, and assumptions, and to discuss some of our region's challenges and opportunities with other stakeholders.

PMAR recognizes the Portland region is lacking tens of thousands of homes necessary to meet our growing population and that people in our community suffer due to this lack of housing. Our region's current level of housing construction is 10.1% below the long-term average, and no where near on pace to catch up with past underproduction, let alone accommodate future growth. Portland in particular is struggling to keep up with needed housing production; the city is on track to produce only 500 new units this year, when the forecasted need by 2045 is more than 120,000 new homes.

As a region, we must embrace land use, development, and zoning principles that provide and encourage an abundant mix of housing types that meets community needs and provides sufficient housing for current and future residents. Restrictive land use regulations play a major role in stymying the proliferation of new housing. Accordingly, PMAR supports much needed growth in the Metro area's capacity for housing development, which removes a barrier to housing construction; getting the 2024 growth management decision right will support the continued growth and prosperity of our entire region.

In that spirit, PMAR strongly urges Metro to adopt a higher growth population forecast, and urges the Metro Council to support the City of Sherwood's request for expansion.

Population Forecast

The draft report forecasts regional population growth "only from net in-migration," due to lower

forecasted birth rates, and assumes that growth rates will be slower as a result over the next 20 years.

While this is a reasonable assumption, it fails to recognize that the policy choices we make today will impact whether or not our region is a place that attracts new residents over the next 20 years. Put another way, if we plan for low growth, we are unlikely to see anything other than low growth. But if we plan for robust growth, and make policy choices that support a vision of higher growth, our region becomes a more attractive place to future residents.

We strongly recommend adoption of the higher growth population forecasts, to set the stage for nearer term policy decisions and actions that will in turn foster stronger population growth, and help our region realize economic growth and prosperity.

City of Sherwood Expansion

PMAR supports the City of Sherwood's expansion proposal, particularly the 340 net acres of residential land proposed in the Sherwood West Concept Plan. PMAR believes that there is no one-size-fits-all to housing and that a vast array of homes of various types and at various price-points are needed to serve members of the community, accommodate new residents, and ensure that members of our community can buy a home that fits their unique needs. Accordingly, while Metro may want to make recommendations or provide incentives to encourage certain kinds of housing development, PMAR would discourage prescriptive requirements or new regulations that would limit Sherwood's housing development options.

PMAR is committed to working collaboratively with Metro and other stakeholders to ensure that our region's growth management decision is implemented in a way that benefits all residents and facilitates growth of the housing market.

Michele Gila
Director of Realtor® Advocacy

Miriam Hanes

From: Amy Ruiz <[redacted]>
Sent: Thursday, August 22, 2024 3:17 PM
To: Metro 2040
Cc: Michele Gila; Kari Chisholm
Subject: [External sender]Fwd: UGR comments
Attachments: PMAR UGR Report Comments 08222024.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Attached, please find comment on the Urban Growth Report from Portland Metropolitan Association of Realtors®. Thank you for the opportunity to weigh in.

Best,
Amy Ruiz

—
Amy Ruiz
[redacted]
Partner, Swift Public Affairs
[redacted]

Miriam Hanes

From: Patty Hales [redacted]
Sent: Thursday, August 22, 2024 6:07 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Sherwood Urban growth boundary

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Patricia Hales

Miriam Hanes

From: Jessica Pelz [redacted]
Sent: Friday, July 26, 2024 4:16 PM
To: Metro 2040
Cc: Stephen Roberts; Erin Wardell; Theresa Cherniak
Subject: [External sender]2024 UGR Testimony - Washington County Board of Commissioners
Attachments: BCC - Urban Growth Report Comment Letter 07-16-24.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Urban Growth Management Team,

Please accept the attached letter from the Washington County Board of Commissioners into the public record for the 2024 Urban Growth Report.

Thank you,
Jessica

Jessica Pelz, AICP | Policy Analyst
Washington County Department of Land Use & Transportation
Office of the Director
[redacted] | Hillsboro, OR 97124
[redacted]

INFO: Washington County email address has changed from @co.washington.or.us to @washingtoncountyor.gov. Please update my contact information.

July 16, 2024

Metro Council
600 NE Grand Ave.
Portland, OR 97232

RE: Draft 2024 Urban Growth Report

Dear Chair Peterson and Metro Councilors,

Thank you for the opportunity to comment on the draft Urban Growth Report (UGR) and Sherwood West urban growth boundary (UGB) expansion proposal. The 2024 growth management decision is the blueprint for how Metro Council will lead the region in planning for future housing development and employment opportunities. We appreciate that these decisions are challenging and acknowledge there are trade-offs that must be carefully considered in this decision process.

Our Board strongly supports the City of Sherwood's application for expansion of the urban growth boundary to include the 1,291 acres within the Sherwood West urban reserve area. The city has demonstrated their readiness to serve the area with governance and infrastructure as required by Metro's Urban Growth Management Functional Plan. The City's plan envisions that up to 5,582 housing units and 4,524 jobs could be accommodated in the expansion area. As we are all grappling with ways to produce more housing in the region and across the state, adding this land to our regional urban growth boundary makes sense. In addition, Sherwood has shown that the proposed Sherwood West employment area has the site suitability characteristics to attract more of the types of industry that Sherwood has successfully recruited to the city in recent years. Even though this is a regional urban growth boundary expansion decision using regional analysis, place matters in this consideration. Sherwood has demonstrated that they are a place where people want to both work and live.

We also encourage Metro Council to strongly consider selecting the high growth rate for both population and employment. The selected growth rates guide regional policy and funding decisions around housing, employment land and supporting infrastructure. Choosing low growth rates could artificially constrain our ability to plan for or make decisions to support the development of badly needed housing of all types, or further constrain opportunities to grow our region's traded-sector employment, which provides living wage jobs for thousands of our community members.

Board of County Commissioners
[redacted] Hillsboro, OR 97124-3072
[redacted]

Thank you for your consideration. We look forward to continued partnership with Metro in planning to accommodate future growth to keep our region a thriving and great place to live.

Sincerely,



Chair Kathryn Harrington
On behalf of Washington County Board of Commissioners

Cc: Board of County Commissioners
Sherwood City Council
Stephen Roberts, Director of Land Use & Transportation, Washington County
Catherine Ciarlo, Director of Planning, Development and Research, Metro

Board of County Commissioners
[redacted], Hillsboro, OR 97124-3072
[redacted]

Miriam Hanes

From: Brandi Hendryx <[redacted]>
Sent: Thursday, August 22, 2024 6:32 PM
To: Metro 2040; Marissa Madrigal; Lynn Peterson; Gerritt Rosenthal; Ashton Simpson; Mary Nolan; Christine Lewis; Juan Carlos Gonzalez; Duncan Hwang; [redacted]
Cc: [redacted]
Subject: [External sender]2024 Sherwood West Urban Growth Boundary Expansion Proposal - Opposition

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

To whom it may concern,
As long time residents (since 1997) and taxpayers of Sherwood, we strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. We stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Brandi & Tony Hendryx
[redacted]

My name is Julie Horowitz.

My family and our family farm is on the edge of the UGB expansion area. We've lived here 25 years.

I am a supporter of the West of Sherwood Farm Alliance.

The Mayor of Sherwood and Planning Director have testified publicly that what will be built in the Sherwood UGB expansion area will be market-rate housing, not affordable housing.

According to Redfin the average rent in Sherwood is $2,704 per month.

That is $700 more per month than in Beaverton, $900 more per month compared to Portland and $1,000 more per month than in Gresham.

If you assume a household is willing - or forced - to pay 30% of its pre-tax income on rent in Sherwood, they will need to earn $108,000 per year to afford that rent.

No teacher in Sherwood schools, even one with a master's degree and many years of experience, can afford that rent. No one working in the proposed "hospitality commercial" area in the Concept Plan would even dream of renting in Sherwood.

The average home price in Sherwood, according to Zillow, is about $650,000.

A family would need a household income of about $172,000 to buy that housing, assuming they had saved $130,000 for the downpayment and could get a 6.5% interest rate. And they would still be paying 30% of their pre-tax income for their home.

The idea that adding land for housing in Sherwood will contribute to the supply of affordable housing in the region is ridiculous. Ridiculous.

If MPAC is really interested in UGB expansions that might, *might*, contribute to the supply of truly affordable housing, you should recommend that the Metro Council reject this proposal and instead wait to consider UGB expansion applications are made under Governor Kotek's Senate Bill 1537.

That bill will go into effect in January, a few weeks after Metro is scheduled to make its decision on the Sherwood luxury housing proposal.
****

Julie Horowitz

Miriam Hanes

From: Julie Horowitz [redacted]
Sent: Wednesday, August 21, 2024 5:15 PM
To: Metro 2040; Sherwood Farm Alliance
Subject: [External sender]2024 Sherwood West Urban Growth Boundary Expansion Proposal

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To Whom it May Concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Julie Horowitz

Miriam Hanes

From: Jim Huston [redacted]
Sent: Thursday, August 15, 2024 5:06 PM
To: Metro 2040
Cc: Jan Huston; [redacted]
Subject: [External sender]We Say NO to the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary

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We Say NO to the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary
[redacted]

To whom it may concern:

As residents and taxpayers of Sherwood, we strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes.

The proposed expansion is unnecessary because:

- Metro's own projections from 2022 forecast only 3% growth for Sherwood in coming decades.
- Sherwood has sufficient land already to support additional housing and economic development - if developed wisely. The desires of Sherwood City to expand its tax base and of developers to gain additional lands for development are not adequate justification for the proposed expansion.
- Minimal support from the local community. In a 2021 poll, 84% of Sherwood residents opposed the UGB expansion in and around Sherwood.
- There are currently large areas of undeveloped land that have been brought inside the UGB in the last 20 years. According to projections, there is sufficient industrial land within the current boundary for the next 20 years. This proposed expansion (or a modified version) can be revisited in 10-12 years, but at this time it is completely unnecessary.

We stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community. Senate Bill 100 as enacted in 1973 was done specifically to prevent the kind of development that this proposed expansion clearly is - driven by private interests and profits rather than the public interest.

Sincerely,

Jim and Jan Huston
[redacted] Sherwood OR

Miriam Hanes

From: Eric Rutledge <[redacted]>
Sent: Friday, August 2, 2024 12:16 PM
To: Miriam Hanes
Cc: Molly Cooney-Mesker; Eryn Kehe
Subject: [External sender]Fwd: Sherwood West UGB Expansion Support

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Wanted to make sure this made it to you.

Thanks!

Eric Rutledge
City of Sherwood
Community Development Director
[redacted]
Desk [redacted]
Work Cell [redacted]

From: Troy Kazebee [redacted]
Sent: Sunday, July 14, 2024 5:17:14 PM
To: [redacted]>
Cc: [redacted] <[redacted]>; [redacted] >; [redacted] Tim Rosener [redacted]
Subject: Sherwood West UGB Expansion Support

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Dear Mr. Rosenthal,

I am Troy Kazebee, and together with my wife Kendra, we are the owners of the property at 19300 SW Edy Rd in Sherwood. We strongly endorse the Urban Growth Boundary expansion proposed for Sherwood West.

For the past 22 years, we have proudly called Sherwood our home, raising our four children and residing in various neighborhoods within the city. As our family grew, Sherwood provided the housing options we needed, with connected neighborhoods and walking paths that have fostered a unique community atmosphere.

Throughout this time, we have actively participated in and contributed to the Sherwood West Planning process over the last decade. The proposed plan, encompassing 1,291 acres, addresses both Sherwood's and Metro's housing and employment land shortages. It builds upon

Sherwood's established character with connected neighborhoods, walking paths, and parks, elements that have kept us committed to this community.

Recently, we have been approached by the West of Sherwood Farm Alliance urging us to oppose the UGB expansion. Their involvement at this late stage is concerning given their absence from earlier planning discussions. However, having closely followed and studied the proposal over the years, and recognizing the housing and employment land shortages faced by Metro, we firmly believe it aligns with the future needs of Sherwood and Metro.

Therefore, we wholeheartedly support the City of Sherwood's request for a 1,291-acre UGB expansion.

Thank you for your time and consideration. If you have any questions, please reach out.

Sincerely,

Troy and Kendra Kazebee

[redacted]

[redacted]

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HOME BUILDING ASSOCIATION
OF GREATER PORTLAND

August 22nd, 2024

Marissa Madrigal, COO
Metro
600 NE Grand Ave.
Portland, OR 97232

Cc:
President Lynn Peterson
Councilor Ashton Simpson
Councilor Christine Lewis
Councilor Duncan Hwang
Councilor Gerritt Rosenthal
Councilor Juan Carlos Gonzalez
Councilor Mary Nolan

RE: Metro's 2024 Urban Growth Report and Sherwood's Urban Growth Boundary Expansion Request

Dear Ms. Madrigal,

My name is Preston Korst and I'm the Director of Government Affairs at the Home Building Association of Greater Portland. HBA is dedicated to maximizing housing choice for all who reside in our region by shaping an environment in which industry professionals can meet the diverse needs of all communities.

I'd like to start off by personally thanking you and the rest of Metro's planning staff, including Katherine Ciarlo, Eryn Kehe, Ted Reid, Malu Wilkinson (and many more) for hosting and facilitating the Urban Growth Report Stakeholder Roundtable. This broad and diverse group of interested parties met for two hours monthly for nearly a year to discuss and debate the central tenants of the Urban Growth Report (UGR) and the impacts it will have on our region. As HBA's representative in that group, I can say that it provided much needed dialogue and reflection space for us to discuss how we as a region wish to grow. Your willingness to provide that opportunity is greatly appreciated.

In this letter, we hope to outline our industry's perspective on the 2024 Draft UGR and to provide our unequivocal support for the City of Sherwood's Urban Growth Boundary (UGB) expansion request.

For housing affordability and the overall health of our economy, HBA and many others in the housing industry urge your COO Recommendation and Metro Council to take a high-growth position when evaluating our region's land supply and housing needs in this UGR and move to approve Sherwood's UGB request without conditions.

Consider for a moment the exorbitant costs to purchase a home in our region. According to Zillow, the median home sale price in June was $521,133 (Multnomah County), $579,979 (Washington County), and

$631,000 (Clackamas County). Staggering as these figures are, they come as no surprise given that Oregon is staring down a housing deficit of 140,000 units. And if our goal is to advance economic justice and racial equity, then we must reverse these trends in a way that builds wealth and increases homeownership opportunities for more families who've traditionally been locked out of the homebuying market. In other words, WE ARE IN A HOUSING CRISIS.

- -

UGR Question #1: Which population and growth projections should Council make?

With the UGR, we believe that the focal and starting point rests primarily on the population and growth scenarios presented in the report. While the draft contains a lot to applaud—including acknowledgements of an existing regional housing shortage, changing housing choices due to the pandemic, and the creation of newly allowed middle housing options—it still includes elements that are concerning for our industry.

For one, the report concludes that regional population growth is slowing because birthrates are dropping (which of course is an established national trend). This means that in-migrating residents will be the primary driver of our population growth, as it has been in recent years. This analysis makes sense. However, the report erroneously assumes that, "Slowing population growth also means slower job growth." We respectfully disagree.

Though we concur that we can't necessarily change what the data tells us, we *can* choose policies that will bend the precision of that data towards a stronger economic future. In other words, if we use this growth report to prepare for strong economic and housing growth, we believe that in-migration will adapt towards a higher-opportunity future—if you build it, they will come. On the flipside, if we plan for anemic growth and limit our ability to adapt to the market, we'll just be realizing our own economic stagnation. In either case, it's a self-fulfilling prophesy.

UGR Recommendation #1: assume and position the report with the high-growth population scenario.

We feel that Metro would not only be wise, but would be making the most responsible public-policy decision to plan for growth, despite what projections may or may not suggest. Preparing with an attitude of a high-growth scenario provides Metro and local jurisdictions with more flexibility to plan for the future that will avoid future housing crises and economic stagnation. As we hear often from planners: *failing to plan is planning to fail*.

- -

UGR Question #2: How should Council approach housing need and development scenarios?

To start, we want to acknowledge the fact that Metro staff included in this report an existing housing shortage of 23,700 units. While many in the housing industry would argue (with additional sources) that number is considerably low, it is still an important indication of how serious our housing crisis is to Metro. Moving on from there, we appreciate the difficult work that went into calculating our housing needs over the next 20 years. And we believe it would be misleading, if not negligent, to suggest that our region's housing needs are anything except *high*. Therefore, **we urge Metro to adopt the high-forecast housing need of at least 203,200 units over the next 20 years**. This reflects a greater sense of reality than the baseline or low-point figures hold.

Additionally, in the report, Metro also makes assumptions about not only the rate of our growth, but also *how we will and should grow*. Found on pages 38-39, the report contains several assumptions for development potentials using "illustrative demand and capacity scenarios." While we aren't exactly sure which data these trends were founded upon, we do feel that they all but marginalizes and unduly prevents the construction of new, single-family homes for residents. It assumes, either through economic reality or lifestyle choices, that our region's historically strong demand for homeownership isn't a viable scenario going forward. Again, we disagree.

And importantly, just after the limited scenarios are presented, the report goes on to say that "…it will be the market, not Metro's UGR calculations, that determine what mix of middle housing and single-unit detached housing gets built…" Yet, in the way that the housing needs scenarios are presented, Metro is essentially asking its Council to do just that by attaching to their decision a condition and outcome which will essentially select which types of housing should get built. Housing construction is a market-driven industry, with the overwhelming majority being built by private developers. We believe that it is not within Metro's power or provision to attempt to guide the mix of housing the market will bear, least of all with just four narrow scenarios.

UGR Recommendation #2: Metro should adopt a high-forecast housing need. Also, it should reject the growth scenarios presented in the UGR or establish an additional scenario that creates flexibility for the housing market to adapt to the demand of consumers.

A high need scenario reflects the reality on the ground and will allow policymakers across the region take actions that will address the high cost of housing in their communities. Also, we believe that the forecasted development scenarios have been created despite the fact that nearly 4 out of 5 Oregonian's still prefer to live in a single-family home versus other housing types. And it fails to recognize the power that public-policymaking has on the creation of new housing, which could make single-family entry-level homes more affordable. Lastly, it ignores the fact that the vast majority of homeownership opportunities lie in the single-family market. We believe that Metro should consider that our region's collective desire to foster equity and economic justice will rely on the unique wealth and community-building opportunities that arise with homeownership.

City of Sherwood UGB Expansion Request

This year, the City of Sherwood is the only city requesting a UGB expansion—and we believe that it would have a tremendous impact on our region, in the form of 4,500 good-paying jobs, roughly 5,000 new homes, and the creation of hundreds of acres of parks and natural areas.

For almost two years, I had the pleasure of sitting on the Sherwood West Technical Advisory Committee which helped shape the concept planning for the area. I can say without reservation that the plan brought forward by staff, regional stakeholders, and community members has been careful, conscientious, and equitable. **We applaud the delivered outcome and encourage Metro to move forward with an approval that encompasses the entirety of the 1,291 acres as requested, *without conditions.***

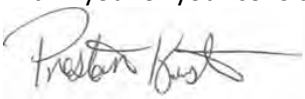
As Metro knows well, bringing new lands into the UGB requires focused planning, financing for infrastructure, and a building environment that can support growth. Fortunately, Sherwood is primed for just that. Over the last several years, the city has undergone extensive public engagement to develop a plan that is innovative, forward-thinking, and contains a variety of tools that will create complete and livable communities. However, adding conditions as suggested in a recent Council Session, could be

detrimental to that extensive outreach. There are serious political costs to adding conditions, not to mention the hundreds of thousands of dollars in grants and general fund dollars would be jeopardized if onerous restrictions are placed on this community-led design.

Given the continued severity of our region's housing crisis, mixed with the budding opportunities to capitalize on historic investments for local economic development—HBA and our partners in the housing sector view this request as a great example of a planning process that will bear fruit for generations. It will help empower our region to reach its housing production goals while creating an indispensable lifeline to a struggling local economy. For affordability and the overall supply of housing, the Sherwood West proposal is an undeniably smart plan that deserves the community's support and Council's unanimous vote.

In closing, we would like to thank Metro staff and Council for the dedicated service they offer to our communities. From long-range planning to affordable housing development, the work you do is not easy and the stakeholder groups you engage are broad and not always agreeable. We appreciate the efforts taken to develop the 2024 Draft UGR and to review Sherwood's 2024 UGB Expansion. And we implore you to consider the serious housing crisis we are facing when making your ultimate recommendations and decisions.

Thank you for your consideration of our testimony,



Preston Korst
Director of Public Policy and Government Affairs
Home Building Association of Greater Portland

Miriam Hanes

From: Preston Korst <[redacted]>
Sent: Thursday, August 22, 2024 3:45 PM
To: Metro 2040; Marissa Madrigal
Cc: Lynn Peterson; Ashton Simpson; Christine Lewis; Duncan Hwang; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan
Subject: [External sender]HBA Testimony: Draft UGR and Sherwood West UGB Request
Attachments: HBA Testimony, 2024 UGR and Sherwood West Expansion Request (8-22-2024).pdf

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Good afternoon Metro leaders!

Please find attached to this email the Home Building Association of Greater Portland's testimony for the 2024 Urban Growth Report and the Sherwood West Expansion Request. If you have any questions, please feel free to reach out directly by phone at [redacted]

Thank you so much.
Preston

Preston Korst
Director of Policy and Government Affairs
Home Building Association of Greater Portland
email: [redacted]
[redacted]

Miriam Hanes

From: Amelia Larkin <[redacted]>
Sent: Monday, August 5, 2024 4:54 PM
To: Metro 2040
Subject: [External sender]In Support of Sherwood West Expansion Plan

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Dear Metro Council,

I am writing in my support of the City of Sherwoods West Expansion Plan. Like many towns and cities Sherwood is experiencing a housing shortage, unlike many others Sherwood is uniquely situated to provide planned growth that will benefit the current and future residents of Sherwood. The community engagement and dedication of the local councils and committees ensures that the rich history and appeal of Sherwood is not lost to growth but rather enhanced and capitalized upon in a way that creates everlasting ties among residents new and old alike.

The passing of the West expansion is important because it satisfies all needs in protecting the land while providing opportunities and growth in a way that brings and keeps the best of Sherwood. True progress comes from building on the past with an eye to the future; holding tight to what once was will kill any economic and social prosperity that Sherwood is poised to take. It is up to us as stewards of the town we love to pass the expansion plan and do our best for future generations.

Sherwood is growing, whether people want it to or not but we have a chance to guide that growth in a way that benefits all. Please think of all residents when choosing to support and pass this plan and not only the few with the most.

Thank you,
Amelia Larkin

Miriam Hanes

From: Greg Manning <[redacted]>
Sent: Tuesday, July 30, 2024 3:04 PM
To: Metro 2040
Subject: [External sender]2024 Urban Growth Report Comment

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Dear Metro Council and Staff:

I urge you to support Sherwood's current request for a growth boundary expansion, having spoken with Sherwood officials and reviewed their conceptual planning for Sherwood West.

The lack of large employment sites is hampering our region's economic growth. The Portland MSA in recent months has posted the largest year-over-year job losses out of all 50 of the country's largest MSAs (nearly all metro areas gained jobs over this period). Sherwood will help provide those needed employment sites.

A wavering employment market also will worsen the housing affordability crisis we face in this region. The limited supply of land for residential development is another crucial affordability factor, by limiting new housing creation. Residential land availability and housing production were a focus of the last state legislative session due to widespead voter frustration over housing affordability in our region.

My experience as a development finance consultant, after many years of financing construction with area banks, has made clear to me the many problems that our limited land supply has caused.

Please consider the legislature's lead and support Sherwood's expansion effort.

Thank you for your consideration.

Greg Manning
[redacted]
Portland, OR 97219
[redacted]

Miriam Hanes

From: Connor Ayers
Sent: Tuesday, July 23, 2024 1:24 PM
To: Metro 2040; Georgia Langer
Cc: Ted Reid; Molly Cooney-Mesker; Laura Combs
Subject: RE: for council - FW: Draft 2024 Urban Growth Report - Public Comments - My Client David Marks

Thanks Miriam, I've shared this with the council.

Connor Ayers (he/they)
Legislative and Engagement Coordinator

Metro Council Office
600 NE Grand Avenue
Portland, OR 97232-2736
[redacted]
www.oregonmetro.gov

From: Metro 2040 <[redacted]>
Sent: Tuesday, July 23, 2024 1:12 PM
To: Connor Ayers <[redacted]>; Georgia Langer <[redacted]>
Cc: Ted Reid <[redacted]>; Molly Cooney-Mesker <[redacted]>; Laura Combs [redacted]
Subject: for council - FW: Draft 2024 Urban Growth Report - Public Comments - My Client David Marks

Hey team,

Some public comments re: UGR for council. I will send them confirmation of receipt.

Miriam Hanes | Metro | Program Assistant - Urban Policy & Development
My gender pronouns: she, they | Schedule: 8:30 a.m. to 5:00 p.m. Monday to Friday

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From: Mike Connors <[redacted]>
Sent: Tuesday, July 23, 2024 11:54 AM
To: Metro 2040 <[redacted]>
Subject: [External sender]Draft 2024 Urban Growth Report - Public Comments - My Client David Marks

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Urban Growth Management Team,

This firm represents David Marks, who owns property in the Stafford area that is part of Metro's urban reserves area. Mr. Marks is submitting the attached comments on Metro's draft 2024 Urban Growth Report for the Metro Council's consideration.

Please confirm receipt of our letter and let us know if you have any questions. Thanks, Mike

E. Michael Connors
Partner

Hathaway Larson LLP
[redacted]
Portland, OR 97209
[redacted]

Named as one of "America's Leading Lawyers for Business" (Oregon) by *Chambers USA* in Real Estate: Zoning/Land Use (2009-2024)
Selected to "Oregon Super Lawyers" in Land Use/Zoning (2015-2024)
Selected to "Best Lawyers in America" in Land Use/Zoning Law



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Miriam Hanes

From: Mike Connors <[redacted]>
Sent: Tuesday, July 23, 2024 11:54 AM
To: Metro 2040
Subject: [External sender]Draft 2024 Urban Growth Report - Public Comments - My Client David Marks
Attachments: Metro Urban Growth Report 2024 Ltr (David Marks).pdf

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Urban Growth Management Team,

This firm represents David Marks, who owns property in the Stafford area that is part of Metro's urban reserves area. Mr. Marks is submitting the attached comments on Metro's draft 2024 Urban Growth Report for the Metro Council's consideration.

Please confirm receipt of our letter and let us know if you have any questions. Thanks, Mike

E. Michael Connors
Partner

Hathaway Larson LLP
[redacted]

Named as one of "America's Leading Lawyers for Business" (Oregon)
by *Chambers USA* in Real Estate: Zoning/Land Use (2009-2024)
Selected to "Oregon Super Lawyers" in Land Use/Zoning (2015-2024)
Selected to "Best Lawyers in America" in Land Use/Zoning Law

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HATHAWAY LARSON

Koback · Connors · Heth

July 23, 2024

VIA EMAIL ([redacted]

Metro Council
Attn. Urban Growth Management Team
Metro Regional Center
600 NE Grand Ave.
Portland OR 97232

Re: Draft 2024 Urban Growth Report
Public Comments
My Client: David Marks

Dear President Peterson & Councilors:

This firm represents David Marks, who owns property in the Stafford area that is part of Metro's urban reserves area (the "Stafford Area"). Mr. Marks is submitting these comments on Metro's draft 2024 Urban Growth Report (the "Draft 2024 Report") for the Metro Council's consideration. As explained below, the Metro Council should reject the Draft 2024 Report because it is inconsistent with Goal 14, the implementing statutes and administrative rules, and the Court of Appeals' recent decision in *Marks v. LCDC*, 327 Or App 708, 536 P3d 995 (2023) ("*Marks*").

A. Introduction

In 2020, Mr. Marks filed a petition for enforcement with the Land Conservation and Development Commission ("LCDC") seeking to nullify and/or modify the five and three-party intergovernmental agreements ("IGAs") between Metro, Clackamas County, and the Cities of Lake Oswego, West Linn and Tualatin (the "Cities") that controls the future development of Stafford Area. Mr. Marks filed the petition for enforcement because Metro abdicated its regional planning authority over the Stafford Area by granting the Cities complete control over the timing of the expansion of the Urban Growth Boundary (the "UGB") into this area. Given the Cities' decades-long opposition to the urbanization of the Stafford Area, the IGAs will obstruct the State and regional efforts to increase the housing supply and address the regional housing crises.

In 2022, the Oregon Court of Appeals reversed LCDC and remanded the petition for enforcement matter to require LCDC to determine if the IGAs violate the regional framework plan and implementing goals, statutes and administrative rules. *Marks*, 327 Or App at 738. Although the

E. Michael Connors
[redacted]
Portland, OR 97209
[redacted]

Court did not resolve the merits of the petition for enforcement, the Court reiterated prior caselaw recognizing Metro's responsibility to implement a regional strategy for the metropolitan UGB as opposed to an ad hoc approach led by the metropolitan cities. The Court stated that Goal 14 and the implementing statutes and administrative rules require Metro to determine the 20-year regional housing needs and identify the best location to expand the UGB to satisfy those housing needs, not the metropolitan cities.

The Draft 2024 Report is yet another instance of Metro abdicated its regional planning authority and granting the metropolitan cities control over the timing and location of the UGB expansion. Instead of Metro determining the 20-year housing needs for the region and evaluating the urban reserve locations suited to accommodate those needs, the Draft 2024 Report confers that authority to the metropolitan cities. Metro is restricting its growth analysis to the City of Sherwood's limited proposal solely because Sherwood is the only city that requested a UGB expansion. The Draft 2024 Report takes this limited approach even though the 20-year housing needs analysis identified a need for significantly more housing units than Sherwood is proposing. This ad hoc, bottom-up type of approach to the Metro regional UGB is the opposite of what the Oregon legislature intended and is inconsistent with Goal 14 and the recent *Marks* decision.

B. Metro is required to determine the need and location for UGB expansions consistent with Goal 14 and the implementing statutes and administrative rules.

Metro is responsible for coordinating land use planning in the tri-county region consisting of Clackamas, Multnomah and Washington County. ORS 195.025; ORS 268.380(1)(c); ORS 268.385. One of Metro's primary responsibilities is the adoption and management of the regional UGB to ensure that the metropolitan regional housing and employment needs can be met. ORS 268.380-268.390; *Marks*, 327 Or App at 712-13; *Sensible Transportation v. Metro. Service Dist.*, 100 Or App 564, 567, 787 P2d 498, *rev. den.*, 310 Or. 70, 792 P2d 104 (1990). The Court of Appeals has repeatedly stated that in assigning Metro the responsibility for justifying, adopting, and securing acknowledgment of the metropolitan area UGB, the Oregon Legislative Assembly "presumably determined adoption and administration of the metropolitan area UGB required Metro's unique regional perspective, rather than leaving adoption and administration of the UGB to the large number of cities and counties making up the metropolitan area." *Marks*, 327 Or App at 712-713; *Sensible Transportation*, 100 Or App at 567. (Emphasis added).

As part of its UGB-related responsibilities, Metro is required to conduct a review of the metropolitan area UGB every six years to ensure that it continues to maintain a 20-year supply of urbanizable land within the UGB. ORS 197.299. With respect to housing, Metro must demonstrate that its regional plan has "sufficient buildable lands within the urban growth boundary . . . to accommodate estimated housing needs for 20 years." ORS 197.296(2). Metro's needs analysis must be supported by substantial evidence. *City of West Linn v. LCDC*, 201 Or App 419, 440, 119 P3d 285 (2005). If Metro determines that the land supply is inadequate, it must expand the UGB or take other measures to ensure that the identified need can be accommodated. ORS 197.296(6); ORS 197.299(2); *Marks*, 327 Or App at 713.

In considering where to expand the UGB, Metro's analysis must comply with Goal 14, which includes four "boundary location" factors that Metro must consider when determining which urban

reserve land to add to the UGB. Goal 14; *Marks*, 327 Or App at 713. The four boundary location factors are "(1) [e]fficient accommodation of identified land needs; (2) [o]rderly and economic provision of public facilities and services; (3) [c]omparative environmental, energy, economic and social consequences; and (4) [c]ompatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB." *Id.* A decision to add land to the UGB must compare alternative areas based on a balancing of all these factors, rather than reliance on any one factor. *Citizens Against Irresponsible Growth v. Metro*, 179 Or App 12, 17, 38 P3d 956 (2002); *1000 Friends of Or. v. Metro*, 174 Or App 406, 409–410, 26 P3d 151 (2001); *D.S. Parklane Dev., Inc. v. Metro*, 165 Or App 1, 25, 994 P2d 1205 (2000).

C. The Draft 2024 Report is inconsistent with Goal 14, the implementing statutes and administrative rules, and *Marks*.

The Draft 2024 Report has multiple problems that should concern the Metro Council. The Draft 2024 Report does not explain how Metro is going to satisfy the housing needs over the 20-year period and does not even acknowledge the Goal 14 boundary location requirements or attempt to comply with these requirements. The Draft 2024 Report appears to be designed primarily to justify Metro's policy of limiting its consideration of UGB expansion areas to Sherwood's request since it was the only city to request an expansion. As explained below, the Draft 2024 Report is inconsistent with Goal 14, the implementing statutes and administrative rules, and *Marks* in several respects.

The Draft 2024 Report does not contain any meaningful recommendations or indication of what Metro's chief operating officer and staff may ultimately recommend the Metro Council adopt for its final decision. While we understand this public comment period is designed in part to provide Metro's chief operating officer and staff additional public input to help inform their recommendations, the Draft 2024 Report is so general and ambiguous that it makes it extremely difficult to provide meaningful input and comments. The Draft 2024 Report contains a wide variety of scenarios that lead to very different results, but it lacks any indication of which scenarios are more likely or how the Metro Council should factor in these varying scenarios to its decision. If Metro is truly seeking meaningful public input, requesting that the public comment on such an amorphous and non-committal report is not very helpful or productive.

The Draft 2024 Report failed to acknowledge there is a need for significant new housing in the Metro UGB to satisfy the 20-year housing needs of the region. Currently, there is an existing need for 23,700 additional housing units in the Metro region based on Econorthwest's Existing Housing Needs Report. Draft 2024 Report, Appendix 8A. The Draft 2024 Report notes there is also a need for a significant number of new housing units to address the future growth needs, ranging from 179,500 units under the high growth model, 149,500 under the baseline growth model and 119,600 under the low growth model. In total, this data demonstrates that there is a need for 143,300 to 203,200 new housing units in the Metro UGB to satisfy the 20-year needs of the region.

Instead of acknowledging this need for a significant amount of new housing units to satisfy the 20-year needs of the region, the Draft 2024 Report suggests that the Metro Council has wide "latitude to determine <u>whether</u> additional housing capacity is needed to accommodate potential household growth." Draft 2024 Report, p.37. (Emphasis added). The sole basis for this alleged latitude is the

"uncertainty" in predicting future trends. Draft 2024 Report, p.37-38. The uncertainty in predicting future trends cannot be used as a basis for ignoring the actual data and analysis because Metro's entire process of evaluating the needs of the region for the next 20 years is inherently uncertain. If the mere uncertainty in predicting future trends was sufficient to override the actual data and analysis, there would be no reason to do a detailed analysis of the housing needs in the first place. The Draft 2024 Report appears to be an outcome driven analysis designed to grant the Metro Council maximum latitude and discretion to decide whatever it wants, rather than an evidentiary based decision. Metro's needs analysis must be supported by substantial evidence, not an outcome driven approach designed to provide maximum decision-making discretion. *City of West Linn v. LCDC,* 201 Or App at 440.

The Draft 2024 Report failed to acknowledge that the Sherwood West urban reserve area proposal, the only UGB expansion option identified in the report, is woefully insufficient to satisfy the 20-year housing needs of the region. The Sherwood West proposal will only provide 3,120 to 5,580 new housing units, which will barely put a dent in the 143,300 to 203,200 new housing units needed to satisfy the 20-year needs of the region. By limiting its consideration of UGB expansion options to the Sherwood West proposal, Metro has made it impossible to satisfy the 20-year housing needs of the region.

The Draft 2024 Report does not comply with the Goal 14 boundary location factors. The report doesn't even mention the Goal 14 boundary location factors, let alone address them. Nor could the Draft 2024 Report comply with the Goal 14 boundary location factors because Metro refused to consider any urban reserve areas unless a city proposes an UGB expansion and provides a concept plan. Given that Sherwood was the only city to submit a UGB expansion proposal, Metro's policy of requiring a concept plan as a prerequisite to UGB expansion precludes consideration of any other areas in the Metro region. As a result, the Draft 2024 Report clearly does not identify where the additional housing is most needed as required by Goal 14.

Metro's "policy" of requiring a concept plan from the city before it will consider adding urban reserve land to the UGB is itself inconsistent with Goal 14 and the implementing statutes and administrative rules. Metro's decision to add land to the UGB must compare alternative areas based on a balancing of all the Goal 14 boundary line factors and cannot rely solely on any one factor. *Citizens Against Irresponsible Growth v. Metro*, 179 Or App at 17; *1000 Friends of Or. v. Metro*, 174 Or App at 409–410; *D.S. Parklane Dev., Inc. v. Metro*, 165 Or App at 25. Moreover, Goal 14, the statutes and the administrative rules do not even reference a "concept plan," and they certainly do not require a concept plan as a prerequisite to inclusion in the UGB. Metro's policy for requiring a concept plan as a prerequisite for inclusion in the UGB is based solely on the Metro Code ("MC"), but the Metro Code cannot override the requirements under Goal 14, the statutes and the administrative rules.

As the Court acknowledged in *Marks*, LCDC and the Department of Land Conservation and Development ("DLCD") have both determined that Metro cannot avoid the Goal 14 requirement to study all urban reserve lands for inclusion in the UGB based solely on the lack of a concept plan. *Marks*, 327 Or App at 715-716. If Metro identifies a need for additional land in the UGB to accommodate the regional need for housing and employment, Metro must determine which land to add by evaluating alternative urban growth boundary locations consistent with the boundary

location factors of Goal 14. OAR 660-024-0060(1); *Marks*, 327 Or App at 725. Metro must consider and balance the boundary location factors of Goal 14 for all of the urban reserves areas and determine the UGB boundary location based on all the relevant factors. OAR 660-024-0060(3). Metro cannot use the concept plan requirement in MC 3.07.1110 to avoid the Goal 14 requirement that it study all urban reserve lands for possible inclusion in the Metro UGB. *Marks*, 327 Or App at 737.

Moreover, even the Metro Code does not support such a carte blanche policy. MC 3.07.1425 sets forth "factors and criteria for amendment of the UGB," only one of which includes "whether the area has been concept planned." MC 3.07.1425(c) & (d). MC 3.07.1110(a) provides that concept plans are generally required before land is added to the UGB, but it does not limit Metro's six-year review of the UGB to areas that have a concept plan. Additionally, MC 3.07.1110(e) provides an exception to the general requirement that concept planning occur before land is added to the UGB.

Metro's policy is not only inconsistent with State law, but it based on a unique situation that should not be driving Metro's approach to UGB expansions. Metro added the concept planning requirement due to the UGB expansion in 2002, which included 12,000 acres in the Damascus area that largely failed to urbanize after the decades long legal battle that ultimately led to the City of Damascus disincorporating. But that situation was highly unusual and the reasons why that area has not been urbanized are unique to that situation. The local residents' unusual decision to incorporate Damascus in 2004 to control the development of this urban area, and the subsequent disincorporation after years of political infighting and litigation, that was the reason this area did not get developed. It was certainly not the mere lack of a concept plan.

Had Metro considered other urban reserve areas for possible inclusion in the UGB as required by Goal 14, it would conclude that there are other areas that clearly have a need for additional urban lands. As an example, the City of Tualatin's 2019 Housing Needs Analysis concluded there is an existing lack of affordable housing and lack of capacity to accommodate certain other housing types. Tualatin is unable to accommodate these housing needs without a UGB expansion. Had Metro considered Tualatin's Housing Needs Analysis, it clearly would have concluded there is a specific need for additional urban lands in this location. By refusing to even consider other cities housing needs analysis or similar information, Metro is disregarding its responsibility to determine where the best locations for expanding the UGB in compliance with Goal 14.

D. Conclusion.

The Draft 2024 Report and Metro's whole approach to this six-year UGB expansion review has turned the process on its head. The Oregon legislature granted Metro the authority to administer the regional UGB because it "required Metro's unique regional perspective, rather than leaving adoption and administration of the UGB to the large number of cities and counties making up the metropolitan area." *Marks*, 327 Or App at 712-713. Goal 14 and the implementing statutes and administrative rules were designed to require Metro to determine the housing and employment needs in the region and the locations where those needs can be best served.

Metro's current approach is the opposite of that legislative directive and process. Now the cities dictate when and where the regional UGB expansions will occur. Even when the city proposals are

insufficient to satisfy the regional housing and employment needs, the Draft 2024 Report makes it clear that Metro will either ignore those needs or rely on the inherent uncertainty in predicting future trends as a basis for justifying a smaller UGB expansion. Metro is effectively abdicating its authority over UGB expansions to the cities in contravention of the legislature's intent.

Not only is Metro's approach to this UGB expansion process inconsistent with Goal 14 and the implementing statutes and administrative rules, but it will exacerbate the current housing crisis in the Metro region. As recognized in the Draft 2024 Report, the Metro region currently does not have a sufficient housing supply and many residents are priced out of the market. That trend will only worsen over time. Metro needs to provide leadership on this issue, comply with the required Goal 14 process and be willing to make the hard decisions necessary to address this difficult housing issue plaguing our region. The first step in doing so is to ensure the 2024 UGB expansion process follows the requirements of Goal 14 and the implementing statutes and administrative rules.

We appreciate your consideration of our comments and look forward to addressing this issue further with the Metro Council.

Very truly yours,

HATHAWAY LARSON LLP

/s/ E. Michael Connors

E. Michael Connors

EMC/ep

cc: David Marks

Miriam Hanes

From: Ted Reid
Sent: Friday, July 19, 2024 9:09 AM
To: Eric Rutledge; Eryn Kehe
Cc: Tim Rosener; Keith Mays; Miriam Hanes
Subject: RE: Sherwood West UGB Support

Hi Eric,
I'm forwarding this to Miriam who is maintaining the decision record.

Thanks,
Ted

From: Eric Rutledge <[redacted]
Sent: Friday, July 19, 2024 9:06 AM
To: Ted Reid <[redacted]; Eryn Kehe <[redacted]
Cc: Tim Rosener <[redacted]; Keith Mays <[redacted]
Subject: [External sender]Re: Sherwood West UGB Support

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hi Ted and Eryn,

I talked with Diann this week and we weren't sure if this testimony needs to be resubmitted to be part of the UGB decision record?

There are a few other emails in support that came in before the UGR comment period formally opened.

Thank you!

Eric Rutledge
City of Sherwood
Community Development Director
[redacted]
Desk [redacted]
Work Cell [redacted]

From: Diann Matthews [redacted]
Sent: Tuesday, June 25, 2024 6:41 AM
To: [redacted] Tim Rosener [redacted]; Eric Rutledge <[redacted]; Keith Mays

[redacted]
Subject: Sherwood West UGB Support

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Dear Gerritt,

This is Diann Matthews. My sister, Marleen Mandel, and I own the property at 18550 SW Edy Road in Sherwood (approximately 60 acres at the southwest corner of Edy and Elwert Roads). We are writing to you **in support of the Urban Growth Boundary (UGB) expansion** request for Sherwood West.

Our family's roots run deep in Sherwood. Our father was raised on a farm directly across Elwert from ours, and the Mandel family has been in Sherwood for more than 100 years. The farm he grew up on is already in the UGB. It is the subdivision known as Mandel Farms and has nearly 90 homes. Our parents purchased our property in 1956 and we have continued to use it as a home and farm for nearly 70 years.

During our time here, we have seen many changes in the city during our time here, some good, some not so good. With the addition of the high school in Sherwood West, traffic and congestion have made it increasingly hard to maintain our property as a farm. I can attest that the City has attempted to meet the needs of the citizens and have a vision for the city that fits into the small community feel Sherwood has always had, but feel that now is the time for expansion.

In the past dozen years or so, I have been extensively involved in the Citizen's Advisory Committee. I sat on the citizens advisory committee in the first iteration back in 2012 and I have played an active supportive role in the current concept plan that just wrapped up prior to the City making an application this year to Metro. The city has spent a lot of thoughtful time making an appropriate plan to meet the City's current and future needs for housing, roads, infrastructure, schools, and parks.

Here are a few examples of the needs of the community and thus the reason for the ask from METRO for approximately 1300 acres: 1) lack for affordable housing in the area for all demographics, 2) job growth, which is a focus of the City Council and there is not any affordable housing for employees to live in the community, 3) more families increase school enrollment in the area and in the Sherwood High School which is located in the Sherwood West boundary, 4) the result of increased population will benefit the entire community in the tax base, 5) parks have been included into the plan to fit into the existing vision of the Sherwood community, 6) focus on sustainable employment beyond the existing service jobs, which will provide the community with a stronger revenue and services base, and lastly 7) Sherwood withdrew its request in 2018 for UGB expansion and the community has felt negative impact ever since.

There is a group called West of Sherwood Farm Alliance, existing of 2 wineries, Hawks View and Alloro, that are outside the growth boundary of Sherwood West and are encouraging folks to complain and cite reasons against Sherwood West UGB expansion request. Many of these folks have not been involved in the arduous process the city has gone through in the past 12 years which has resulted in the City's current request to Metro.

Thank you for your time and consideration in this important matter. Please know there are many of our neighbors in the Sherwood West Area who support the UGB expansion request and are hoping Metro will vote in support of the UGB expansion request of 1291 acres.

If you have any questions please feel free to reach out to me at either [redacted] or at [redacted].

Sincerely,

Diann Matthews and Marleen Mandel
--

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Miriam Hanes

From: [redacted]
Sent: Thursday, August 15, 2024 5:14 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Objection to Urban Growth Boundary Expansion

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To whom it may concern,

As a resident and taxpayer of Sherwood for the past 23 years, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Kelly Melillo

Kelly Melillo
Sent from my iPhone

Miriam Hanes

From: Meerta Meyer <[redacted]>
Sent: Friday, August 16, 2024 1:19 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]In Opposition to Sherwood West Concept Plan

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The Sherwood West Concept plan will increase traffic and congestion (causing significant delays for day to day travel *and* first responders), create more and more of a burden on our school system (larger classroom sizes, teacher impacts, and more), increase the need for infrastructure improvements (causing a greater tax burden on Sherwood), and generally, is **NOT** what Sherwood residents want.

As anticipated, we see negative impacts of the Brookman development (*which was voted down by the citizens of Sherwood THREE times yet pushed through anyway*). We were promised better walkability and a thoughtful new traffic pattern - most definitely, not the case. The surrounding area has become a 'freeway' and/or cut through for more and more traffic without sidewalks and is unsafe for anyone to walk, run, or play (which was one of its' very selling points).

While we appreciate the need for development and perhaps even the intention to grow thoughtfully - this plan doesn't meet the needs of the existing community. Please pause and get it right.

Meerta Meyer
[redacted]

Urban Growth Management Team
Metro
600 NE Grand Ave.
Portland, OR 97232

8/13/2024

Metro Urban Growth Management Team,

The City of Gresham appreciates the work of Metro staff and consultants over the past year to compile the draft Urban Growth Report. At this time Gresham would like to provide some comments regarding the draft report:

- A topic throughout the region this cycle has been the feasibility of industrially zoned lands. Gresham staff were informed that the Metro process considered slope as part of Sherwood's expansion proposal, which is commendable. Unfortunately, slope isn't reflected in the inventory of industrial land supply in a way that accurately reflects developable acreage. Large-lot development is widely seen as infeasible if slopes exceed 5%. Several of the region's large-lot tier 3 sites are within Gresham. One is an active gravel pit, and the others are within the Springwater area with slopes in excess of 7%.

- The UGR will be viewed statewide and can have far-reaching implications. We know funding is critical for tier 3 sites, especially large-lot sites to become shovel-ready. We need to ensure we get the industrial land supply right to effectively advocate for funding for these sites.

- The draft UGR discusses potential conditions that could be placed on a Sherwood expansion related to housing that could require a certain housing mix. Gresham would caution against overly prescriptive conditions of approval with the impending Oregon Housing Needs Analysis. It could be more appropriate to allow the OHNA housing needs allocation and Sherwood's translation of it into housing types, characteristics, and locations to help Sherwood formulate zoning and incentives for housing types within the expansion area.

We appreciate your consideration of Gresham's comments.

Sincerely,

Ashley Miller

Ashley Miller
Community Development Director

E. Fitz

Erika Fitzgerald
Interim Economic Development Director

Miriam Hanes

From: Jamie Monahan [redacted]
Sent: Thursday, August 15, 2024 10:35 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]2024 Sherwood West Concept Plan

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Jamie Monahan

Sent from my iPhone

Miriam Hanes

From: Julie Nader [redacted]
Sent: Wednesday, August 21, 2024 2:44 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Urban Growth Boundary

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Good Afternoon!

I am concerned about expanding the Urban Growth Boundary when there is space for more housing right now. I own a home in Sherwood (and thus pay taxes) and want you to reject the Expansion of the West Urban Growth Boundary by 1,291 acres!

Thanks for hearing my concern,
Julie

Julie Nader

Miriam Hanes

From: Eric Rutledge [redacted]
Sent: Friday, July 19, 2024 3:10 PM
To: Miriam Hanes
Cc: Ted Reid; Eryn Kehe
Subject: [External sender]FW: UGB-Expansion
Attachments: Sherwood UGB-#2.pdf

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Hi Miriam – some testimony for the urban growth decision. It looks like the Metro Council was copied but not staff. Wanted to make sure you received this.

Thanks,

Eric Rutledge
City of Sherwood
Community Development Director
[redacted]

From: LouAnn Nance <[redacted]>
Sent: Sunday, June 30, 2024 2:20 PM
To: [redacted]
Cc: [redacted] Eric Rutledge <[redacted]>; [redacted]; Keith Mays [redacted]
Subject: UGB-Expansion

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June 30, 2024

Gerritt Rosenthal
District 3 Councilor Metro
[redacted]

CC:
Marisa Madrigal
Chief Operating Officer
[redacted]
Eric Rutledge
Community Development Director
[redacted]
Lynn Peterson
President, Metro
[redacted]
Mary Nolan
District 5 Councilor Metro
[redacted]
Tim Rosener
Mayor, City of Sherwood
[redacted]
Keith Mays
Councilor, City of Sherwood
[redacted]

RE: UGB Expansion
Dear Gerritt:

My name is Lou Ann Nance, and my interest in the Sherwood UGB is based upon my family's property within the Sherwood West Neighborhood, which they have owned for nearly 40 years.

Our family has huge sentimental interest in the Sherwood Area, and desire for thoughtful development of the area that support s efficient use of the land that creates new jobs and affordable housing. It will also be necessary to create a tax base that sustains the infrastructure, and the new $247 million-dollar high school.

Your foresight into a healthy UGB Plan will ensure the prosperity of the City of Sherwood for many years to come. Thank You for your time and considerations in this important matter.

Sincerely

Lou Ann Ottoman Nance

August 15, 2024

Metro Council Chair Peterson and Members of the Metro Council,

Thank you for the opportunity to provide testimony on the draft Urban Growth Report (UGR) released in July. We appreciate the work and effort staff have dedicated to the implementation of the Urban Growth Report process. We are grateful for the opportunity to have representation on the Stakeholder Roundtable.

The Washington County Chamber of Commerce represents a broad spectrum of businesses and community stakeholders who are deeply invested in the future growth and prosperity of our region. After thorough discussion with our members, we have identified several areas of concern in the UGR as currently drafted. We respectfully submit the following feedback for your consideration.

1. Definition and Classification of "Buildable Land"

One of our primary concerns revolves around the definition and classification of "buildable land," particularly in the context of industrial land supply versus housing capacity. The current draft report appears to contain significant discrepancies between what is considered "developable" land and what Metro is counting as a surplus of buildable lands.

Analysis suggests there is an oversampling of small parcels, particularly those under 10 acres, which are generally not attractive to industrial or commercial investors. Additionally, we have identified issues with several large parcels, including eight 50-acre sites that appear to be either defunct rock quarries or sites with serious constraints, making them effectively undevelopable.

We urge Metro to revisit the criteria used to classify industrial land and to apply more stringent layers of analysis to ensure that the data reflects the true potential for industrial development. It is crucial that Metro's data accurately represents the realities on the ground to avoid misguiding policy decisions based on an overestimated supply of viable industrial land. If the criteria are embedded in State Land Use laws or constraints, we believe it is incumbent upon Metro to actively seek changes to State Laws or Statute.

2. Employment Lands and Viability

Regarding employment lands, we recommend that Metro Council discount approximately 1,300 acres of land with a slope grade above 7%, as this exceeds the industry standard for commercial and industrial development. We also ask that the Council consider the fact that the average lot size for employment lands is currently 3.8 acres, with a median site size of just 1.7 acres. These dimensions are often insufficient for the needs of modern commercial and industrial developments.

3. Senate Bill 4 Super-Siting and Employment Land Expansion

During the 2023 Legislative Session, Senate Bill 4 gave the Governor super-siting authority under the Oregon CHIPS legislation (SB4) passed last session. Should the Governor choose to exercise this authority, we strongly urge the Metro Council to view this as an additive measure rather than a replacement for any employment land expansion decisions as it was contemplated by Legislators. The super-siting authority is a valuable tool for specific projects but should not substitute the broader need for increasing our employment land base.

4. Housing Capacity and the Need for Realistic Projections

The draft UGR significantly underestimates the region's housing needs. According to a report by ECOnorthwest, the Portland Metro Region is already facing a shortage of 59,488 homes, in addition to 10,683 homes needed for houseless populations. Furthermore, the report projects that the region will need to produce 294,853 new housing units over the next 20 years—far exceeding Metro's calculated range of 143,300 to 203,200 units.

We strongly recommend that Metro Council incorporate this supplementary data into the UGR and consider its implications, particularly in the context of Sherwood's expansion plans. The current projections in the UGR do not align with the on-the-ground realities of our housing market. We also urge the Council to reject the limiting housing development scenarios presented on page 38 of the report. Instead, Metro should adopt a policy framework that acknowledges both the low capacity for housing development within the Urban Growth Boundary (UGB) and the urgent, high need for new housing production.

The current scenario, which suggests a surplus of 9,050 units, is misleading and risks leaving our region severely underprepared for future housing demands. The reality points to a potential deficit of 84,000 housing units inside the UGB, a gap that Metro must address to avoid exacerbating the existing housing crisis. We believe that planning for adequate housing will help to mitigate the escalating costs of housing.

5. Planning for Growth, Not Decline

Finally, we believe that it is far wiser to plan for growth and be overprepared than to anticipate decline and risk underproducing housing and jobs. The current UGR seems to prophesy a conservative growth outlook, which could lead to economic stagnation and increased pressure on housing markets. We urge Metro Council to adopt the "High" Population growth forecast in the UGR to provide greater flexibility to local jurisdictions in meeting their communities' needs.

This recommendation is not just a matter of optimism but of prudent public policy. By planning for high growth, Metro can ensure that our region is prepared to meet the demands of a growing population, thereby avoiding future crises related to housing shortages and economic underdevelopment.

6. Washington County Chamber Support for Sherwood's Expansion Application

In addition to the concerns outlined above, the Washington County Chamber of Commerce fully supports the City of Sherwood's expansion application as presented. We believe that the Sherwood West North District Mixed Employment Area (MEA) is critical for addressing the region's growing need for industrial land and housing. The inclusion of this area within the UGB will help meet the demands of a

robust and expanding industrial market, provide opportunities for job creation, and contribute to the overall economic growth of the region.

It is essential that the final decisions reflect the true needs and potential of our community, and we remain committed to ensuring that the voices of our members and stakeholders are heard throughout this process.

We appreciate the significant amount of work that Metro has put into the Urban Growth Report, but we believe that adjustments are necessary to reflect the true needs of our region. We urge the Metro Council to take these concerns into account and to revise the UGR accordingly. The Washington County Chamber of Commerce stands ready to collaborate with Metro and other stakeholders to ensure that our region's growth is sustainable, equitable, and prosperous.

Thank you for your consideration.

Sincerely,



Deanna Palm
President/CEO

Miriam Hanes

From: Deanna Palm <[redacted]>
Sent: Friday, August 16, 2024 5:34 PM
To: Metro 2040
Subject: [External sender]Washington County Chamber Testimony on Draft 2024 Urban Growth Report
Attachments: Testimony for Metro Council Re Draft Urban Growth Report.pdf

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Please find attached testimony from the Washington County Chamber of Commerce in reference to Metro's 2024 Draft Urban Growth Report. Please feel free to reach out to me if you have any questions or need any additional clarification on our comments. Thank you!

Deanna Palm
She, her, hers
President/CEO

WASHINGTON COUNTY CHAMBER of COMMERCE

Washington County Chamber of Commerce
Phone: [redacted]
Email: [redacted]
www.washingtoncountychamberor.com
[redacted] | Hillsboro, OR 97124

Miriam Hanes

From: [redacted]
Sent: Friday, July 19, 2024 8:46 AM
To: Metro 2040
Subject: [External sender]Please Vote NO on the Sherwood Urban Growth request

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear METRO Council,

Say NO to the Sherwood request to expand the UGB. Although METRO has previously said YES to all city proposed UGB expansion requests, you should say NO to the Sherwood request. Please stick with your charter! From your website "...Portland area leaders saw an unfulfilled need to provide regionwide planning and coordination to manage growth, infrastructure and development issues that cross jurisdictional boundaries. They also saw a need to protect farms and forests from urbanization and to provide services that are regional in nature."

The Sherwood proposal uses inaccurate population growth data. Read and listen to your own Expert Analysis reports. The minimal population growth will come only from net migration. The state is also looking at alternative scenarios. Read the "Zero Migration" report from the Oregon Office of Economic Analysis at Report: Zero Migration, a Demographic Alternative Scenario | Oregon Office of Economic Analysis (oregoneconomicanalysis.com)

Job estimates - simply a Field of Dreams estimate, if you build it they will come. But, they will not come from out of state, they will come from other parts of Metro. Everyone hopes they will get a microprocessor factory, but another Amazon warehouse employing robots is more likely.

New Housing – politically correct position, but simply wrong. This will not drive housing prices down. Does anyone really believe that this growth will help solve the homeless problem?

Infrastructure – We are taxed enough already, please STOP! The proposed roadway improvements are not nearly enough to move the increased amount of traffic.

This UGB expansion is NOT needed, it is wanted. It is backed primarily by the city government and developers. Why they support this UGB expansion is unclear, but there are clues when you look at the list of Supporters provided by Sherwood in the proposal, and by this statement made by Mayor Rosener at the last MPAC meeting. He said something to the effect... "We have speculators who have bought up the land or have options on those lands, to do land assembly. There is some grease on the wheels there."

Please stop the sprawl and protect farms! Support infill. Support real estate re-development to address the housing. Support re-purposing of unused office space resulting from folks working from home.

Thank you for your consideration,

Jo and Alan Pearson
[redacted]
Sherwood, OR 97140

Miriam Hanes

From: [redacted]
Sent: Sunday, August 18, 2024 6:29 PM
To: Metro 2040; Marissa Madrigal; Lynn Peterson; Gerritt Rosenthal
Cc: Sherwood Farm Alliance; [redacted] Al Pearson
Subject: [External sender]Please REJECT Sherwood's UGB Growth Request

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

We strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. METRO needs to execute on one of their primary purposes, and stop unnecessary urban sprawl.

NOT NEEDED
In 2022 Metro projected Sherwood would grow by a scant 3% over the coming decades. The Sherwood School District has forecasted enrollment for the new high school will begin to DECLINE in 2027. Sherwood has enough vacant land to accommodate new housing and jobs for years to come, when planned and developed wisely.

Metro's research concluded there is enough industrial land inside the existing Regional UGB for another 20 years. Metro's research on Residential land shows most land brought into the UGB in the last 20 years remains undeveloped.

FALSE PREMISES
Taxes will increase. I testified and asked for a Taxpayer Impact Statement, yet none is available to my knowledge. Residents should understand how Sherwood and its residents will pay for the new roads, sidewalks, water and sewer, and not just an "agreement" to figure it out later. Yes, the developers will pay for a portion of the initial infrastructure, but WE will be left with more financial obligations to pay for the operating and maintenance costs, even though we do NOT need the new land to keep pace with growth in Sherwood.

Trust in Leadership is rapidly eroding. Statements like "Developers and speculators have already bought land or rights...", "Wheels have been greased...", and then the Washington County testimony supporting Sherwood and stating something like "WE encourage METRO to adopt the high population estimate so they could get more funding..." This is astounding, but sadly not surprising, behind the scenes behavior.

NOT WANTED
84% of the people in Sherwood who participated in an online poll in 2021 OPPOSED the UGB expansion. If you actually read the verbatims in the Sherwood proposal, there is little support for this expansion by the residents.

We stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Alan and Jo Pearson

Miriam Hanes

From: Bridget Perkins [redacted]
Sent: Tuesday, August 20, 2024 8:29 PM
To: Metro 2040
Subject: [External sender]No to the boundary expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres.

This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes.

I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Bridget Perkins

Miriam Hanes

From: Stu Peterson <[redacted]>
Sent: Sunday, July 21, 2024 8:19 PM
To: Metro 2040
Subject: [External sender]RE: Sherwood West Concept plan

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

In reference to the above mentioned urban expansion I want to express my support for this planned expansion. There is an acute shortage of all types of developable land in the tri county area, but in particular Industrial property is lacking. AS a commercial real estate broker of 42 years focused in the Metro region but SW in particular, I have represented many of this submarkets largest employers. Lately I have seen a trend by some to relocate to other areas of the state, or out of state due to the lack of available land and/or facilities to house expansion. The housing shortage in the region is mentioned often in the press and is a focus of the state leadership, but the shortage of industrial land is more acute in our region is more acute, and in my opinion, more important. Our region cannot prosper without our industrial employers being retained and the shortage of industrial property in the metro region is causing out migration of these stalwarts of our business community.

Stu Peterson SIOR
Macadam Forbes
[redacted]
Lake Oswego OR 97035
[redacted]
Initial Agency Disclosure Packet



JOHN A. RANKIN, LLC.
Attorney/Consultant
[redacted]
Lake Oswego, Oregon 97035

Mailing Address:
[redacted]
Murrieta, California 92562
[redacted]
email: [redacted]

July 30, 2024

VIA EMAIL ONLY

Metro Council
c/o Ms. Marissa Madrigal
Chief Operating Officer
Metro Services District
600 NE Grand Ave
Portland, OR 97232
[redacted]

Re: Letter of Support For Metro Council's 2024 UGB Decision For Inclusion of the Sherwood West Concept Plan Area.

Dear Councilors Peterson, Simpson, Lewis, Rosenthal, Gonzalez, Nolan, and Hwang:

Please accept this letter as our second and supplemental official Letter of Support on behalf of those Sherwood West property owners, whom we currently represent and have represented in the past from the beginning of the Sherwood West planning process nearly ten years ago, requesting that your December 5, 2024 final decision approve the City of Sherwood's "Ask" to expand the Metro UGB to include the entire Sherwood West 1,291-acre Planning Area into the current Metro UGB boundary.

We respectfully submit this testimony on behalf of our current and former mostly very long term generational Sherwood farm and community family clients, Elanna Schlichting, manager of the Schlichting Family Century Farm LLC (owners of approximately 38 acres), Nancy Perkins and Kevin Sabbe, Trustees of the Sabbe Family Trust (owners of approximately 32 acres), and the Glen T. Wetzel Family (owners of approximately 0.46 acres), all located in the North District, as well as the Mandel Farms, LLC (owner of approximately 57 acres) and Prodigal Son LLC. (owner of approximately 20 acres) both located in the West District, all of

which represents approximately 147 acres or nearly 12% of total land located within Sherwood West.

From years of experience representing a number of Oregon cities in various capacities and being intimately involved in comprehensive and concept plan since the 1970's and 1980's, and based on recent review of Metro's Draft July 2024 Urban Growth Report ("UGR"), please see the following executive summary of our written and oral testimony to both the City of Sherwood over the years, our initial April 2024 letter to you, and our review of the UGR in light of recent promising trends on the horizon of our lives and our communities, locally and nationally, which ultimately argue in favor of and support for your affirmative decision to expand the Metro UGB to include the entire Sherwood West Concept Plan:

1. The City of Sherwood and the Sherwood Community has worked very hard for many years with the help of Metro Council Staff and thousands of hours of City and County officials and staffs, with the valuable input of countless community volunteers and consultants from the entire collection of interested parties and local and state agencies and the many vital NGOs, all of which have provided important and essential input to shape and create the unique Sherwood West Vision for the future of all of its existing and future residents and businesses.

2. Sherwood West is the first time the City and Community and all players has systematically and comprehensively supported and created a visionary UGB expansion of this scope, which will provide the road map forward beyond our current lifetimes.

3. Sherwood West is the first expansion request to incorporate many of the middle housing (and thus more affordable housing) options of the continuing local and statewide Smart Growth legacy.

4. Sherwood West:
    a. Protects and enhances the viable farm and forest lands surrounding Sherwood.
    b. Protects and enhances the existing special natural resources of the Area that are so important and beloved throughout our community and county and state.
    c. Encourages distinct and diverse middle housing types, in livable and walkable neighborhoods close to commercial areas as built environments centered around those existing natural resources.
    d. Helps address Sherwood's local housing crisis and particularly its need for affordable housing to meet its changing demographics.
    e. Provides a much-improved Jobs/Housing Balance centered in the North District Employment Area that will help ensure that Sherwood West's vision is economically sustainable into the future.
    f. Which Balance is specifically planned to attract advanced manufacturing and high-tech support services that by purposefully reducing the need for direct "major highway access" and reducing the number of trips and miles between home and work will further enhance Sherwood's collective goal to be as "carbon neutral" as possible.
    g. Provides affordable opportunities to more small women owned and BIPOC businesses in the North District and the planned commercial areas.

5. In recent "Ask" cycles, as Sherwood continued to refine its Sherwood West Plan, other communities within the Metro UGB and especially in the South and West Metro Areas

have been given significant UGB expansions into urban reserve areas which were comprehensively planned and are being and will be comprehensively developed for many years into the future. Sherwood needs and respectfully requests that same opportunity.

6. Nationally, despite what we thankfully are seeing "in the rear-view window":
    a. Inflation appears to be under control and been reduced significantly year over year confirming the "soft landing" we all hoped for, and
    b. The Federal Reserve is this week signally that its next interest rate reduction will occur in September 2024, as the recovery continues to trend upward.
    c. All of which will encourage a return to sustainable growth in all sectors and with Sherwood's current housing crisis and need for more employment land provides the support for your December decision to expand the UGB to include all of Sherwood West.

7. We continue to sincerely believe the best way to make certain a great Concept and Community Plan like Sherwood West truly succeeds is to make certain the entire Plan is fully implemented for the reasons given in our April 4, 2024 Letter of Support, including but not limited to:
    a. We need only look at the decades old and recent successful UGB expansions from Villebois in Wilsonville to River Terrace in Tigard and others in Hillsboro in West and Southwest Metro;
    b. Piecemeal or phased expansions always result in anomalies and subtle and not-so-subtle resulting amendments that blur a city's vision and frustrate the intended balancing of the complex inter-relationships of planning efforts and the natural and built environments; and
    c. The City and Community can then work on an "economies of scale" basis with all potential developers and affected agencies to ensure the City's Strategic Funding Program works most efficiently and effectively to realize the vision.

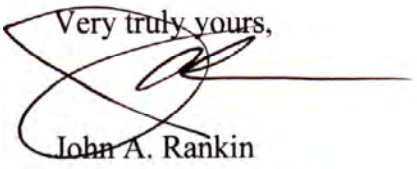
8. Sherwood has created a viable Sherwood West Final Infrastructure Strategy which will work to phase development and enhancement of the built and natural resources environments.

9. Significant interest in Sherwood West from quality members of the development community, both locally and nationally, has been generated, particularly in the industrial employment lands designated in the North Area in the last year, resulting our receipt of a purchase offer from a serious and respected national development company who has been active in the Portland Metro Area and Pacific Northwest for many years.

Again, thank you for the opportunity to present this final letter of support on behalf of all of us who live and/or work in the Sherwood and in the Sherwood West Planning Area.

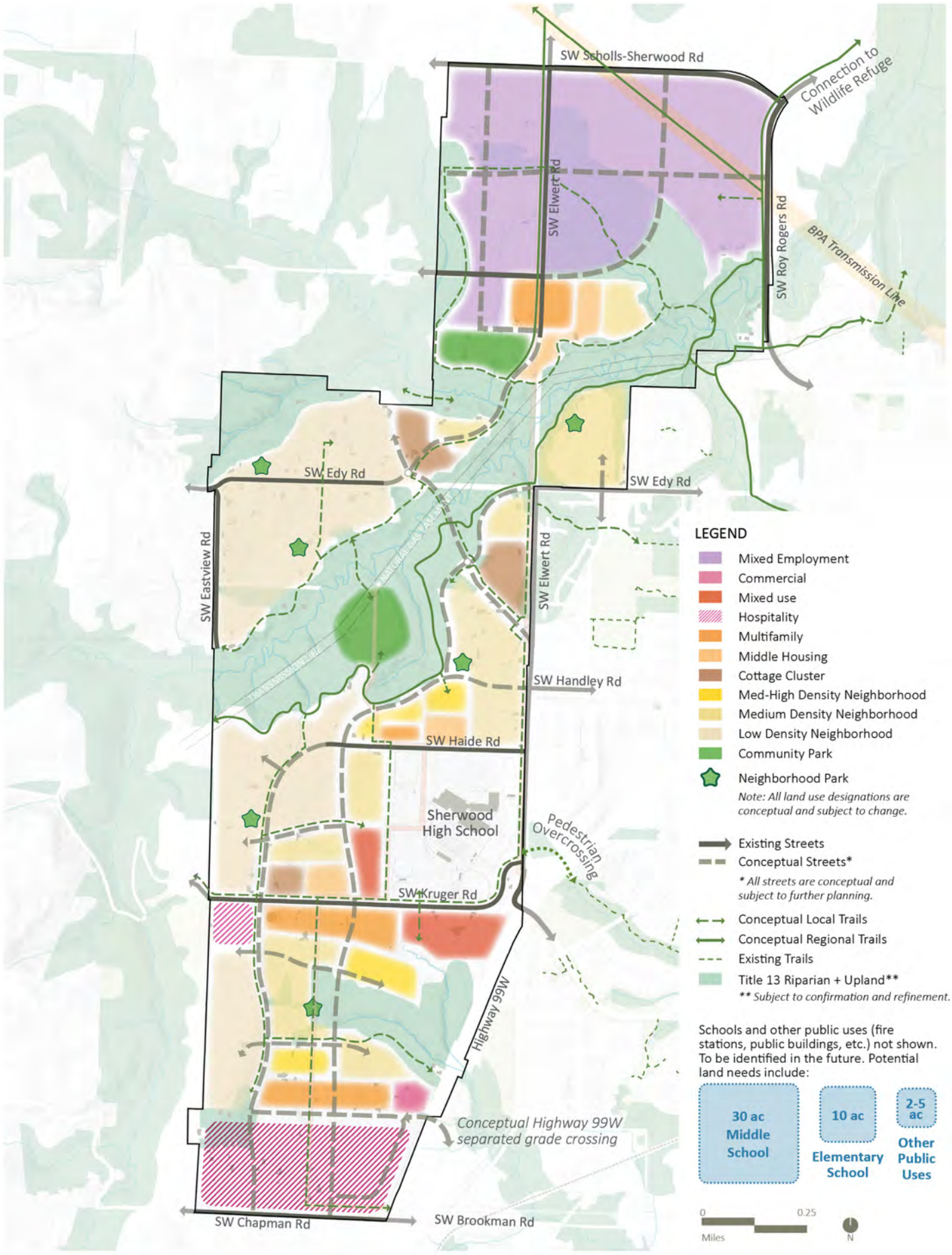
We continue to look forward to your decision to expand Sherwood's UGB to include the entire Sherwood West Planning Area and give the City the ability to create and implement Sherwood West as a great addition to the City and the Sherwood Community as well as to the greater Portland Metro Area.

Finally, a profound thanks to you all and your staff's help and support of the City's long-term efforts to create the Sherwood West Plan.



JAR/bhs
Enc: Sherwood West Map
Pc: Gerritt Rosenthal, District 3 Councilor
Via email: [redacted]
Eric Rutledge
Community Development Director
Via email: [redacted]
Bruce Coleman
Economic Development Director
Via email: [redacted]
Clients and Former Clients via email

Figure 8. Composite Concept Plan Map



004311

Miriam Hanes

From: John Rankin [redacted]
Sent: Tuesday, July 30, 2024 9:32 AM
To: Marissa Madrigal
Cc: Metro 2040; Gerritt Rosenthal; Eric Rutledge; Bruce Coleman
Subject: [External sender]Public Written Testimony to Metro Council and Staff - Sherwood West Planning Area 2024 "Ask"!
Attachments: Public Written Testimony to Metro Council - Sherwood West Concept Plan 07302024.docx; Sherwood West Composite Concept Map 4-3-24.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Ms. Madrigal and Councilors Peterson, Simpson, Lewis, Rosenthal, Gonzalez, Nolan, and Hwang:

Please kindly accept our attached Public Written Testimony Letter regarding the City of Sherwood's 2024 "Ask" for the expansion of the Metro UGB to include the Sherwood West Planning Area.

If you have any other questions or comments or need additional help, please let me know. Thanks.

Best to you all and your families!

John
John A. Rankin LLC
Attorney at Law/Consultant
[redacted]
Lake Oswego, Oregon 97035

Mailing address:
John A. Rankin, LLC.
Attorney (Oregon)/Consultant
[redacted]
Murrieta, CA 92562-8712
[redacted]
Email: [redacted]

****

IMPORTANT NOTICE: This communication, including attachments, may contain confidential communications and/or privileged information. If you have received it in error, please delete it and notify me. Thank you.

Miriam Hanes

From: Terry R <[redacted]>
Sent: Saturday, August 17, 2024 7:57 AM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Sherwood UGB Expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely, Terry Repp

Miriam Hanes

From: Al Jeck [redacted]
Sent: Tuesday, July 23, 2024 3:36 PM
To: Metro 2040
Subject: [External sender]Letter to Metro Council; Urban Growth Report
Attachments: 2024-07-23 Letter of support to Metro KR.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Please see the attached letter of support for the Urban Growth Report and the Sherwood West UGB Expansion request. Thank you.

Al Jeck
Venture Properties, Inc.
[redacted]

VentureProperties
INCORPORATED

Creating Tomorrow's Communities Today

July 23, 2024

Council President Peterson and Metro Councilors
c/o [redacted]

Re: Draft Urban Growth Report

President Peterson and Councilors:

My name is Kelly Ritz, President of Venture Properties, Inc. and our associated home building company, Stone Bridge Homes NW, LLC. In 2015, we began development of the Mandel Farms subdivision, an 86-lot detached home community at Edy and Elwert Roads in Sherwood. We closed on our last home in October 2019. It was a successful project for us, and we are very appreciative of the support we received from the Sherwood community and city staff.

Shortly after starting Mandel Farms, we began working with City Planning staff and several property owners in the Sherwood West area to advocate for a potential urban growth boundary expansion for all or a portion of Sherwood West. Much study and discussion has taken place in the years since, culminating in an extensive two-year planning process and adoption of the Sherwood West Concept Plan in 2023. This led to a request to Metro later that year to expand the Urban Growth Boundary to include 1,300 acres within Sherwood West.

A key part of Metro's review of this request includes the recently completed draft Urban Growth Report. This report concludes that under baseline population forecasts, "approximately 150,000 additional homes are needed to meet expected population growth over the next 20 years," and to meet this demand, "we must continue to focus on public investment and removing barriers to housing production." Land to accommodate this growth will need to come from a variety of current, redevelopment, and urban expansion sources. Sherwood's UGB expansion request, created from strong community support, offers a thoughtful blueprint for a diversified residential-industrial-employment planned community. We believe that their plan has the best chance of supplying a mix of single-family, middle housing, and multi-family options for all age ranges now and into the future.

My companies and I wholeheartedly endorse your acceptance of the Urban Growth Report and recommend your continued review and approval of the Sherwood West Urban Growth Boundary expansion.

Thank you for your consideration of our testimony.

Sincerely,

Kelly Ritz, President
Venture Properties, Inc.

[redacted] Lake Oswego, Oregon 97035 • [redacted]

Miriam Hanes

From: Bruce Coleman <[redacted]>
Sent: Wednesday, July 24, 2024 6:52 AM
To: Al Jeck; Metro 2040
Cc: Eric Rutledge
Subject: [External sender]RE: Letter to Metro Council; Urban Growth Report

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Thank you Kelly and Al,

Brucce

Bruce Coleman
Economic Development Manager
City of Sherwood
[redacted]
Sherwood, OR 97140
[redacted]
www.sherwoodoregon.gov/economicdevelopment
[redacted]

ABOUT SHERWOOD ECONOMIC DEVELOPMENT: Sherwood offers many strategic advantages for business investment and economic development. Conveniently located in the southwest/I-5 Corridor of Greater Portland's Silicon Forest. Rated the 2nd safest city in Oregon, Sherwood also boasts a highly skilled workforce, outstanding schools, and strong community spirit. Sherwood enjoys easy access to I-5, I-205, Highway 99W and the Portland International Airport. Sherwood has a pro-business city government and encourages a wide range of businesses to locate and grow here, from startup entrepreneurs to Main Street businesses, to high technology advanced manufacturing. Sherwood boasts an engaged and collaborative city staff. We are actively creating new locations to serve our growing business community. We invite you to explore business growth opportunities in Sherwood.

From: Al Jeck <[redacted]>
Sent: Tuesday, July 23, 2024 3:36 PM
To: [redacted]
Subject: Letter to Metro Council; Urban Growth Report

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

Please see the attached letter of support for the Urban Growth Report and the Sherwood West UGB Expansion request. Thank you.

Al Jeck
Venture Properties, Inc.
[redacted]

This email may contain confidential information or privileged material and is intended for use solely by the above referenced recipient. Any review, copying, printing, disclosure, distribution, or other use by any other person or entity is strictly prohibited and may be illegal. If you are not the named recipient, or believe you have received this email in error, please immediately notify the City of Sherwood at [redacted] and delete the copy you received.

Miriam Hanes

From: Lindsay Roberts <[redacted]>
Sent: Thursday, August 15, 2024 9:41 PM
To: Metro 2040
Subject: [External sender]I oppose the Sherwood West Urban Growth Boundary expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

As a resident and taxpayer of Sherwood, I strongly oppose the 2024
Sherwood West Urban Growth Boundary expansion proposal and the proposed expansion of the Urban Growth Boundary by 1291 acres. This excessive and unnecessary plan would destroy vital farmland, displace wildlife, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Lindsay Roberts
[redacted]
Sherwood, OR 97140
[redacted]

Miriam Hanes

From: STEVE ROSS [redacted]
Sent: Thursday, August 22, 2024 6:23 PM
To: Metro 2040
Cc: [redacted] Marissa Madrigal; Lynn Peterson; Gerritt Rosenthal; [redacted]
Subject: [External sender]Sherwood Urban Growth Boundary

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Steven Ross

Miriam Hanes

From: LOYAL ROTH [redacted]
Sent: Tuesday, August 20, 2024 3:19 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]UGB expansion proposal

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely, Loyal Roth

Rothchild Construction Co. Inc
[redacted]
Sherwood, OR 97140
CCB # [redacted]

Miriam Hanes

From: Dan Rutzick <[redacted]>
Sent: Thursday, August 22, 2024 6:09 PM
To: Metro 2040
Subject: [External sender]2024 Draft UGR Comment

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hello,

The 2024 UGR has implications for local government planning processes as Metro's subsequent distributed forecasts inform local Housing Capacity Analyses, Economic Opportunities Analyses, and Regional Transportation Plan modeling.

The City of Hillsboro recommends Metro rely on a high population growth forecast to allow our region to be nimbler in addressing current and future housing and employment needs.

The 2024 Draft UGR demand scenario 4 involves faster household growth in 2044 coming from increased in-migration of younger households, consistent with historic migration dynamics, who typically seeking multifamily and middle housing. Though younger households who migrate to the region by 2030, 2035, and 2040 may initially prefer multifamily or middle housing, many will continue to demand single-unit detached for their growing household size and other reasons. The City of Hillsboro recommends Metro add a new UGR demand scenario 5 that involves faster household growth coming from increased in-migration of younger households, consistent with historic migration dynamics, but with a larger percentage of single-unit detached to meet the demand during the next 20 years.

Though the Draft UGR shows the region as having sufficient total industrial capacity, much of the industrial land supply consists of smaller parcels with an average lot size of 3.8 acres and a median lot size of 1.7 acres. The Draft UGR mentions there are only eight sites over 50 buildable acres inside the UGB that are available to the general industrial market. The final 2024 UGR should highlight the lack of sufficient large-lot industrial sites 25 plus acres in size available to the general industrial market. The final 2024 UGR should also highlight that less than 6% of the taxlots available to the general industrial market are medium-sized sites between 10 and 25 acres.

Thank you,

Dan Rutzick | he/him | *Long Range Planning Manager*
City of Hillsboro | Community Development: Planning Division
[redacted]
Hillsboro-Oregon.gov | Engage with Us

Miriam Hanes

From: Terrel Smith [redacted]
Sent: Monday, August 5, 2024 6:21 PM
To: Metro 2040
Subject: [External sender]Sherwood West Expansion Plan

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

I am writing in support of the Sherwood West Expansion Plan. Here is a link to the rationale for my support. It is my opinion that this is a very good plan for the appropriate expansion of west Sherwood and fits with the logical development surrounding the Sherwood High School and other areas.

Sincerely,

Terrel Smith
Retired teacher-Sherwood High School
[redacted]

Request that the Metro Council:

- **Approve the Sherwood West Concept Plan as proposed by the Sherwood community. Changes to the plan threaten community support.**
- Add 340 net acres of residential land to the UGB as proposed in the Sherwood West Concept Plan.
- Add 130 net acres of flex industrial land to the UGB as proposed in the Sherwood West Concept Plan.
- Add 135 net acres of commercial and hospitality land to the UGB as proposed in the Sherwood West Concept Plan.

Background Information:

Urban Reserve designation

- Sherwood West is proposed within an Urban Reserve. Urban Reserves are lands suitable for accommodating urban development over the next 50 years.
- Land that is considered most important for commercial agriculture and forestry use is in rural reserves and not eligible for urban expansion.
- City has clearly answered question of readiness and has prepared for adding Sherwood West to the UGB.

Regional Growth Projections

- Our region is growing and is expected to add an average of 15,000 new residents per year through 2044.
- Sherwood is preparing for its share of growth through the Sherwood West Concept Plan.
- The Sherwood School District supports the Sherwood West proposal. The School District Board of Directors and the Superintendent have expressed strong support for the plan.
- Our region will add approximately 315,000 new residents and 137,000 new jobs over the next 20 years under a baseline growth scenario.

Community Engagement

- Since 2021, the City has held over 30 public meetings on Sherwood West. The public engagement process was highly publicized, thorough and inclusive. The Sherwood West vision was developed by the Sherwood community.
- The diverse range of residents and stakeholders were represented on the Community Advisory Committee and Technical Advisory Committee.

- The Sherwood West Concept Plan has strong local support including unanimous approval from the Sherwood Planning Commission, Sherwood City Council, and Washington County Board of Commissioners.

Housing

- Sherwood and the Portland region are experiencing a housing crisis. The severe shortage of housing has increased prices and reduced affordability for all. Between 2017 and 2022, the Portland region experienced a 50.4% increase in homelessness.
- The Sherwood West Concept Plan will provide a minimum of 3,100 new units including mid-rise apartments, missing middle housing, and single-family detached residences. A minimum of 43% of new housing will be middle and multi-family housing.
- The plan proposes innovative zoning types including cottage cluster only and middle housing only zones will provide opportunities for first time home buyers and empty nesters to stay within or relocate to our region.
- Sherwood West proposes between 43% - 68% middle and multi-family housing. The range depends on how much middle housing is constructed in certain zones.

North District Employment Land

- The Sherwood West employment land provides opportunities for equitable economic growth.
- Employment land is not just about a simple supply and demand analysis. Economic development requires a land supply that enables specific industries to thrive.
- The average industrial parcel size in the metro region is 1.7-acres. Our region is facing an industrial land supply crisis similar to the housing crisis. Small BIPOC and women owned businesses are most vulnerable to rising business costs.
- The industrial vacancy rate in Washington County is 2.5% making business more expensive for key target industries. Small businesses are impacted the greatest by high industrial land costs and lease rates.
- Sherwood grew it's industrial and manufacturing base twice as fast than the region between 2017 and 2022.
- The Sherwood West site is competitive and will lead to new jobs for a growing part of the region.

Annexation and Development Phasing

- Sherwood is committed to thoughtful planning and careful growth over time.
- Approval of the UGB expansion does not immediately bring the land into the City of Sherwood. The land remains part of unincorporated Washington County until formally annexed into the City of Sherwood.
- Growth is expected to occur first at key nodes with access to infrastructure like near the new Sherwood High School.

- The Concept Plan includes a Preliminary Infrastructure Funding Strategy that describes how new infrastructure will be funded. Where current SDC rates do not cover the cost of infrastructure, a broad range of funding tools will be considered.

CLACKAMAS COUNTY

BOARD OF COUNTY COMMISSIONERS
PUBLIC SERVICES BUILDING
[redacted] OREGON CITY, OR 97045

Metro Council
600 NE Grand Ave.
Portland, OR 97232

August 14, 2024

RE: Draft 2024 Urban Growth Report

Dear President Peterson and Metro Councilors:

Thank you for the opportunity to comment on the Draft 2024 Urban Growth Report (2024 UGR) and Sherwood West urban growth boundary (UGB) expansion proposal. We recognize that completing this report during these times of uncertainty is extremely challenging. The report acknowledges that while there may be slower projected population and employment growth, the on-going housing availability crisis and continual need for large-lot employment land are factors that should not be minimized.

First, we urge the Metro Council to select the **high growth rate for both population and employment**. Planning for high growth will give jurisdictions the latitude not only to attract more investment opportunities in the region, but also to appropriately balance housing needs, land use, economic development, and transportation planning. Assuming low or baseline growth rates may result in unintended, adverse effects, by constraining local jurisdictions' ability to respond in real time to address population, employment, and housing requirements. It is also critical that findings within the 2024 UGR support necessary UGB expansion without forcing the removal of land from other locations.

As part of the Oregon Housing Needs Analysis (OHNA), the State will assign specific housing targets to individual jurisdictions beginning in 2025. This new paradigm for housing accountability necessitates consideration of the specific land need within individual jurisdictions rather than a singular focus on regional land supply. Selecting the high growth rate for both population and employment will create the best opportunity to meet the coming state-mandated housing targets and will allow the region to be more responsive and proactive in attracting potential new employers.

Second, we have concerns with **Metro's methodology that asserts that we have a surplus of industrial lands (nearly 6,000 acres) available inside the UGB to serve our region's need over the next 20 years**. We appreciate the supplemental industrial lands analysis, based on site criteria, that was developed as a part of the City of Sherwood's expansion request. However, **we believe**

that Metro's methodology for determining industrial "buildable lands" is flawed because it does not consider key site criteria factors in developing the Buildable Lands Inventory.

The 2024 UGR cites that of those 6,000 surplus acres, the average industrial parcel size is 3.8 acres, with a median industrial parcel size of 1.7 acres. Market factors indicate that firms seek parcels that are a minimum of 5 acres and are developable in 7 to 30 months or less. It is also clear that there is demand for large-lot industrial sites of 20, 50 and 100 acres in Clackamas County, and Metro's current method of evaluating industrial land supply fails to address this demand. In short, the lands that Metro is considering developable are not sufficient to meet the market need.

Clackamas County continually faces the challenges of not having an inventory of available and suitable employment land to support industry and employment for our workforce. While we know that the 2024 UGR decision is only one of many factors that influences the development of land, it is essential that this decision is made in a way to best support growth in all of our communities.

Finally, the comment period for the 2024 UGR was not sufficiently long to allow a robust discussion of these important issues. In the future, we urge Metro to provide a 90-day comment period between release of the draft UGR and issuance of the Metro Chief Operating Officer's recommendation to the Metro Council. It is imperative that local jurisdictions be given an adequate opportunity to weigh in on the UGR at an early point in the process. That said, we are looking forward to future opportunities to communicate with the Council before the Urban Growth Management Decision is made later this year.

In closing, the Urban Growth Management Decision process is driven by legal obligations that do not always translate into market reality. Discussions about the future can begin with questions on whether the region has the right amount of land to support housing and job growth, but they must not end with a simple yes or no answer. We are supportive of Metro Staff's recent proposal to update the 2040 plan and look forward to the opportunity to develop a better approach to planning for a bright future for our region.

Sincerely,

Clackamas County Board of Commissioners

Tootie Smith, Chair

Commissioner Paul Savas

Commissioner Martha Schrader

Commissioner Mark Shull

Commissioner Ben West

Miriam Hanes

From: Leonhr [redacted]
Sent: Wednesday, August 21, 2024 12:57 PM
To: Metro 2040
Cc: Home Standridge
Subject: [External sender]Concerns About the Proposed Sherwood West Concept

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

>> I am writing to express my concerns regarding the Draft Urban Growth
>> Report and the City of Sherwood's proposed Sherwood West Concept.

>> First, the Draft fails to incorporate or thoroughly analyze the
>> figures upon which the Concept is based. Instead, it seems to merely
>> assess the City's "readiness" for expansion. While the City may
>> perceive itself as prepared to expand, the more important question is whether it should expand.
>> In my opinion, the answer is no. The proposed expansion is
>> unwarranted, as Sherwood has likely already reached its peak in terms
>> of the population that should or will move into the area.

>> For instance, the new high school was justified on the basis of
>> expected population growth, yet it has not come close to meeting the
>> attendance figures used to pass the Bond measure. We must be cautious
>> and not rely on the self-serving numbers the City provides when
>> making decisions about the Sherwood West Concept.

>> Furthermore, farmland is vital and irreplaceable. It is a key part of
>> the character of our city. Sherwood has already converted enough
>> farmland into developed areas. The thought of adding light industrial
>> buildings or more housing on the west side of our beautiful city is
>> unnecessary now and in the future. The residents of Sherwood have
>> been clear in their opposition to further expansion. Even METRO's
>> data shows that Sherwood's population is expected to increase by less
>> than 1,000 people over the next 20 years. Let's preserve the beauty that surrounds our city.

>> Thank you for your time and attention to these concerns.

>> Leon Standridge
>> [redacted]
>> [redacted]

Miriam Hanes

From: michelle Standridge [redacted]
Sent: Wednesday, August 21, 2024 1:21 PM
To: Metro 2040
Subject: [External sender]Draft Urban Growth Report/Sherwood Expansion

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August 21, 2024

METRO
Urban Growth Management Team
600 NE Grand Ave,
Portland, OR 97232

RE: Urban Growth Report, Draft 2024

Dear Council Members,

I am writing to provide comment on the Draft Urban Growth Report pertaining to the City of Sherwood's proposed Sherwood West Concept.

In reviewing the proposed draft report, I find the city of Sherwood's proposal to increase the city by 41% to be lacking in reliable data and concrete reasoning for such an expansion.

The west side of the city is already an area of congestion and outdated infrastructure. To add additional homes, light industrial buildings and traffic would severely impact the area, while requiring the loss of valuable, irreplaceable agricultural land and open space.

The impact on taxpayers for additional bond measures to then pay for roads, utilities, increased police and fire department services would also be a significant burden for a project that has shown no overall benefit to improving the quality of life for the residents of the community.

The layoffs currently occurring with Intel and other businesses in Washington County should be a cause for a cautious and well reasoned approach to solving a problem that does not exist for this area.

Thank you for your time in reviewing my correspondence.

Sincerely,
Michelle Standridge
[redacted]

Miriam Hanes

From: Jess Sunset <[redacted]>
Sent: Saturday, August 17, 2024 8:48 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Opposition to Sherwood West Concept Plan

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To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Jessica and Randy Sunset

[redacted]

Sherwood, OR 97140

Miriam Hanes

From: Conrad Thomason <[redacted]
Sent: Monday, August 19, 2024 12:13 PM
To: Metro 2040
Subject: [External sender]Message To whom it nay concern

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As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Conrad Thomason
[redacted]
Sherwood, OR 97140

Miriam Hanes

From: kerrville <[redacted]>
Sent: Wednesday, August 21, 2024 10:39 AM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]West urban growth boundary expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

As a resident and taxpayer of Sherwood
I strongly oppose the
Expansion of the West Urban Growth Boundary by 1,291 acres.
I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal!!
Please!
Sincerely,
Carolyn Thomason

Sent from my Verizon, Samsung Galaxy smartphone

Miriam Hanes

From: Jodi Tsutomi <[redacted]>
Sent: Tuesday, August 6, 2024 12:37 AM
To: Metro 2040
Subject: [External sender]Sherwood West Concept Plan

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Metro Council,

Good evening and thank you for your time. I am writing this letter in support of the Sherwood West Concept Plan as proposed and supported by the Sherwood community and Sherwood City Council.

"New" and "fresh" are two words that come to mind in regards to this comprehensive plan. New strides and fresh faces. New ideas and fresh goals. New directions and fresh opportunities. This plan offers practical, thoughtful and forward movement; with a sustainable core based on values for healthy growth, preserving open spaces and upholding the strengths and benefits inherent in Sherwood.

Three key factors of the Sherwood West Concept Plan that in my opinion highlight its vital role:
1. Positive employment growth trends at 18% from 2017-2022.
2. Promoting a steady and robust economic growth and resdiential housing.
3. "2024 ECOnorthwest analysis North District Mixed Employment Area (MEA) of Sherwood West Concept Plan has site characteristics that make the land better suited to accomodate the industries that are growing and expanding in the Portland Metro area."

Sherwood must grow and evolve in a balanced way and I feel that the Sherwood West Concept Plan as proposed is that backbone.

Best Regards,
Jodi Tsutomi
Sherwoodian

Miriam Hanes

From: Jodi Tsutomi [redacted]
Sent: Tuesday, August 6, 2024 1:06 AM
To: Metro 2040
Subject: [External sender]Sherwood West Concept Plan

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Dear Metro Council,

Good evening and thank you for your time. I am writing this letter in support of the Sherwood West Concept Plan as proposed and supported by the Sherwood community and Sherwood City Council. I am asking the Metro Council to approve the Sherwood West Concept Plan as proposed.

"New" and "fresh" are two words that come to mind in regards to this comprehensive plan. New strides and fresh faces. New ideas and fresh goals. New directions and fresh opportunities. This plan offers practical, thoughtful and forward movement; with a sustainable core based on values for healthy growth, preserving open spaces and upholding the strengths and benefits inherent in Sherwood.

Three key factors of the Sherwood West Concept Plan that in my opinion highlight its vital role:
1. Positive employment growth trends at 18% from 2017-2022.
2. Promoting a steady and robust economic growth and resdiential housing.
3. Per the 2024 ECOnorthwest analysis: "North District Mixed Employment Area (MEA) of Sherwood West Concept Plan has site characteristics that make the land better suited to accomodate the industries that are growing and expanding in the Portland Metro area."

Sherwood must grow and evolve in a balanced way and I feel that the Sherwood West Concept Plan as proposed is that backbone.

Best Regards,
Jodi Tsutomi
Sherwoodian

Miriam Hanes

From: Wayne Vandekraak <[redacted]>
Sent: Thursday, August 15, 2024 3:42 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]West Urban Growth Boundary Expansion

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To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

--
Wayne Vandekraak
[redacted]

August 22, 2024

Metro Urban Growth Management Team
600 NE Grand Ave.
Portland, OR 97232

RE: Draft 2024 Urban Growth Report

Dear Metro Urban Growth Management Team,

Thank you for the opportunity to review and provide comments on the Draft 2024 Urban Growth Report (UGR). This memo summarizes technical comments from Washington County Land Use & Transportation staff.

We appreciate the work Metro has done for the region's livability in managing the Urban Growth Boundary (UGB) in a way that balances the need to protect rural land uses and provide an adequate supply of land that has a high likelihood of successfully developing into places to live, work, visit, and play. Staff appreciate the opportunity to participate in the process through the Land Use Technical Advisory Group (LUTAG), Metro Technical Advisory Committee (MTAC), the Transportation Policy Advisory Committee (TPAC) and the economic development forum. We also appreciate the time that Metro staff have spent sharing their work with us and other partners through various committees and organizations throughout the process.

Since the origin of the Metro Urban Boundary, jurisdictions in Washington County have shown their ability to plan for expansions of the UGB areas in a way that creates desirable communities. We respectfully request that Metro correct the number of housing units built in North Bethany since the UGB expansion in 2002. The Draft UGR reports that only 573 units have been built, but the actual number is closer to 4,000. This is an important detail because it shows the success of building communities within UGB expansion areas over the last twenty years.

The primary concerns of Washington County staff are how the technical tools have been applied to evaluate the most likely development potential and demand scenarios. These concerns have been raised by the County and other partners throughout the review process. Two examples follow:

- The scenarios that Metro prepared along with the three growth forecasts assigned a demand share for single- and multi-family units. The high growth projection was paired along with the high demand for multi-family product scenario, and we did not see results of the high growth forecast modeled with high demand for single-family product or an even split. We believe that it is important to ensure adequate land for a

Department of Land Use & Transportation
[redacted] Hillsboro, OR 97124-3072
Phone [redacted]
www.washingtoncountyor.gov

variety of housing types. Past trends have shown that much growth (both single and multi-family) is happening outside of town centers, reflecting market realities from both a supply and demand perspective. Supporting and incentivizing growth in our town center areas is a part of the solution to our housing crisis but so are carefully planned UGB expansions and infill development all around the region. The limited scenarios shared in the draft UGR did not prepare us to evaluate the effects of these options.

- For employment/industrial needs, the evaluation of industrial land supply needs to account for the available size of properties and the flat topography needed by modern large-scale industrial development. While land with slopes between 5% and 25% has been successfully developed into new residential areas, and to some extent new commercial areas, the parts of the region's industrial land supply that are this topographically challenging are unlikely to be financially viable. Flatter industrial land is a prerequisite to future growth in industrial employment. Metro should update the calculations of available employment/industrial land to remove steep slopes.

County staff worked closely with Sherwood staff as they prepared the Sherwood West Concept Plan and we support their technical work and the process that they have gone through. Again, we appreciate the collaborative spirit with which Metro staff approached this Urban Growth Report and look forward to our continued work together.

Sincerely,

Erin Wardell

Erin Wardell, Assistant Director
Department of Land Use & Transportation

Attachments:
Washington County Board of Commissioners comment letter 07-16-24

July 16, 2024

Metro Council
600 NE Grand Ave.
Portland, OR 97232

RE: Draft 2024 Urban Growth Report

Dear Chair Peterson and Metro Councilors,

Thank you for the opportunity to comment on the draft Urban Growth Report (UGR) and Sherwood West urban growth boundary (UGB) expansion proposal. The 2024 growth management decision is the blueprint for how Metro Council will lead the region in planning for future housing development and employment opportunities. We appreciate that these decisions are challenging and acknowledge there are trade-offs that must be carefully considered in this decision process.

Our Board strongly supports the City of Sherwood's application for expansion of the urban growth boundary to include the 1,291 acres within the Sherwood West urban reserve area. The city has demonstrated their readiness to serve the area with governance and infrastructure as required by Metro's Urban Growth Management Functional Plan. The City's plan envisions that up to 5,582 housing units and 4,524 jobs could be accommodated in the expansion area. As we are all grappling with ways to produce more housing in the region and across the state, adding this land to our regional urban growth boundary makes sense. In addition, Sherwood has shown that the proposed Sherwood West employment area has the site suitability characteristics to attract more of the types of industry that Sherwood has successfully recruited to the city in recent years. Even though this is a regional urban growth boundary expansion decision using regional analysis, place matters in this consideration. Sherwood has demonstrated that they are a place where people want to both work and live.

We also encourage Metro Council to strongly consider selecting the high growth rate for both population and employment. The selected growth rates guide regional policy and funding decisions around housing, employment land and supporting infrastructure. Choosing low growth rates could artificially constrain our ability to plan for or make decisions to support the development of badly needed housing of all types, or further constrain opportunities to grow our region's traded-sector employment, which provides living wage jobs for thousands of our community members.

Board of County Commissioners
[redacted], Hillsboro, OR 97124-3072
[redacted]

Thank you for your consideration. We look forward to continued partnership with Metro in planning to accommodate future growth to keep our region a thriving and great place to live.

Sincerely,



Chair Kathryn Harrington
On behalf of Washington County Board of Commissioners

Cc: Board of County Commissioners
Sherwood City Council
Stephen Roberts, Director of Land Use & Transportation, Washington County
Catherine Ciarlo, Director of Planning, Development and Research, Metro

Board of County Commissioners
[redacted] Hillsboro, OR 97124-3072
[redacted]

Miriam Hanes

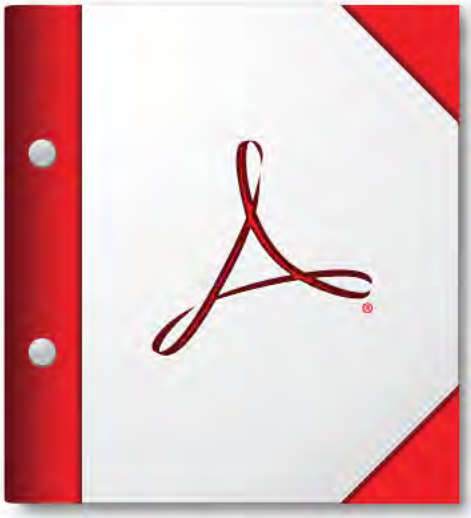
From: Erin Wardell <[redacted]>
Sent: Thursday, August 22, 2024 2:50 PM
To: Metro 2040; Eryn Kehe; Ted Reid
Cc: Ken Rencher; Jessica Pelz; Theresa Cherniak
Subject: [External sender]Washington County comments on draft UGR
Attachments: Washington County Draft 2024 UGR Comment Memo.pdf

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Hi Eryn and Ted,
Please see attached Washington County's technical staff comments on the draft UGR. We appreciate the opportunity to comment, and the work both of you have put into this year's report.

Erin Wardell, AICP | Assistant Director
Washington County Department of Land Use & Transportation
[redacted] | Hillsboro, OR 97124
[redacted]

INFO: Washington County email address has changed from @co.washington.or.us to @washingtoncountyor.gov. Please update my contact information.



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004341

Miriam Hanes

From: Glen Hamburg
Sent: Monday, August 12, 2024 9:18 AM
To: Miriam Hanes
Subject: FW: [External sender]Restricted housing in Urban Growth Boundary

From: Doris Wehler <[redacted]>
Sent: Friday, August 9, 2024 5:40 PM
To: Metro 2040 <[redacted]>
Subject: [External sender]Restricted housing in Urban Growth Boundary

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When analyzing the expansion of the Portland UGB, you propose to maintain such a tight land supply that single family homes would only account for 23% of new housing. The rest of the units would be apartments of other forms of high-density living.

I believe 75% of people aspire to live in single family homes. Therefore, I am adamantly opposed to limiting single family homes to anything under 50%.

I am in favor of Sherwood's application to expand their UGB and sincerely hope they will be able to do so without this ugly single family home restriction.

Doris Wehler
[redacted]
Wilsonville, Or 97070
[redacted]

Miriam Hanes

From: Eric Rutledge <[redacted]>
Sent: Friday, July 19, 2024 3:11 PM
To: Miriam Hanes
Cc: Ted Reid; Eryn Kehe
Subject: [External sender]FW: Support of Sherwood West UGB

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hi Miriam,

Some additional testimony in support of the UGB expansion. It looks like Marissa was copied as staff but I wanted to make sure you received it as well.

Thank you,

Eric Rutledge
City of Sherwood
Community Development Director
[redacted]

From: gwen werger [redacted]
Sent: Monday, July 1, 2024 11:49 PM
To: [redacted]
Cc: [redacted] Tim Rosener [redacted]; Eric Rutledge [redacted]; Keith Mays [redacted]
Subject: Support of Sherwood West UGB

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

Dear Gerritt,

My name is Gwen Werger and my parents have owned a 10 acre parcel of land on Elwert Road since 1981. My sisters and I are now managing the trust that holds this property. I am writing in **support of the Urban Growth Boundary expansion request for Sherwood West.**

When my parents first purchased this acreage in 1981, the land west of 99W was mainly farms. Now there are several subdivisions east of Elwert Rd. as well as the newest Elementary School. As of 2021, Sherwood High School, the largest high school in Oregon, as well as a $247 million dollar investment by the community, was built on Haide Rd, which is directly west of Elwert Rd.

The amount of traffic on Elwert Rd resulting from the new High School as well as commuters to Roy Rogers Rd and beyond makes this area much more difficult to operate as farmland. The proposed 1,291 acres to be included into the UGB is now more suitable for additional housing and light industrial than it is farmland.

By including the 1,291 acres of Sherwood West into the UGB, this would provide land for affordable homes as well as parks and green space near the schools. Additional housing will increase the tax base as well as provide increased enrollment for the school district.

Adding Sherwood West into the UGB, will also provide Sherwood with land needed for additional economic opportunities. The city of Sherwood has a plan to expand job growth in the area and with that comes the need for affordable housing.

Sherwood does not want another missed opportunity to be included in the UGB like they had in 2018. Being forced to wait another six years for the opportunity to be included in the Metro UGB would be devastating for this wonderful community.

Thank you for your interest and consideration in this important issue. We are hoping Metro will vote in favor of the Sherwood West expansion request.

Sincerely,

Gwen Werger

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WESTSIDE ECONOMIC ALLIANCE

Marissa Madrigal, COO
Metro
600 NE Grand Avenue
Portland OR 97232

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City of Beaverton

Mayor Heidi Lueb
City of Tigard

Mayor Frank Bubenik
City of Tualatin

August 22, 2024

Dear COO Madrigal,

First, I want to thank you for convening the year-long Urban Growth Report Stakeholder table. It created an opportunity to better understand the work done by Metro staff preparing the report, while also hearing from partner organizations about concerns and challenges. While I do think it helped build goodwill among regional partners who often feel frustrated by the process, it did also lay bare some of the places where there may be an opportunity for improvements.

Beyond this Growth Management Decision, Westside Economic Alliance looks forward to continued partnership with Metro Council and staff to identify those opportunities for improving the input, process and subsequent outcomes for our region.

POPULATION & HIGH GROWTH PROJECTIONS

Turning to the 2024 Urban Growth Report, it's important that we begin with the population estimates on which so much of this report rests. The early conclusion is that regional growth is slowing because Oregon's birth rates are among the nation's lowest. Given this data point, the report correctly concludes that net in-migration will be the primary driver of regional population growth. The report goes on to state, "Slowing population growth also mean slower job growth."

What the report fails to state clearly is that if net in-migration will be the primary source of regional population growth then our region's, and our state's, housing and economic future will be overly dependent on smart policy decisions that encourage growth.

It is to that end that Westside Economic Alliance highly encourages COO Madrigal, and subsequently the Metro Council, to adopt high growth population forecasts for our region. It is far better to plan for growth and not see it realized than it is to plan for decline and risk the underproduction of housing and jobs, adding pressure that results in another housing crisis or economic stagnation.

Just as we are seeing an out-migration of a certain segment of our population due to their concerns about public policy choices, we could create in-migration through the adoption of a different set of policy choices.

Adopting the high-growth population forecast will give Metro and the local jurisdictions more flexibility to meet our communities' needs and should be viewed as a prudent public policy decision.

EMPLOYMENT LANDS

According to the Urban Growth Report, Metro staff have forecasted a surplus of Industrial land supply with a current capacity of 5,950 acres and a 20-year projection of a surplus of between 450 and 7,450 acres. However, the report also highlights some of the realities on the ground that act as major detractors to the current capacity estimate: in particular slope and lot size.

Slope

Over the course of the Urban Growth Report roundtable, we heard from developers that Oregon Revised Statute applies the definition for "buildable land" for residential construction to commercial and industrial land. As such, we learned that slopes of up to 25% are considered legally "buildable" for the purposes of all employment land, yet commercial and industrial developers say they will not consider land buildable with more than a 7% slope grade. When challenged on this, staff identified 1,300 acres with a slope greater than 7% that were counted within the buildable land inventory. **We recommend COO Madrigal and the Metro Council amend the Employment Land forecast to reflect this reality**.

Lot Size

An additional concern with the gross figure of 6,000 acres of 'surplus' industrial land is lot size. According to the Urban Growth Report the average lot size is 3.8 acres with a median lot size of 1.7 acres.

According to the data of the currently vacant industrial land, here is the breakdown of available vacant lots by acreage:

- 545 lots are less than 1 acre = 148 acres
- 97 lots are 1-1.99 acres = 142 acres
- 72 lots are 2-2.99 acres = 178 acres
- 49 lots are 3 – 3.99 acres = 167 acres

- 27 lots are 4 – 4.99 acres = 127 acres
- 22 lots are 5 – 5.99 acres = 125 acres
- 10 lots are 6 – 6.99 acres = 63.5 acres
- 13 lots are 7 – 7.99 acres = 96 acres
- 11 lots are 8 – 8.99 acres = 101 acres
- 6 lots are 9 – 9.99 acres = 66 acres
- 22 lots are 10 – 14.99 acres = 271 acres
- 12 lots are 15 – 19.99 acres = 219.5 acres
- 4 lots are 20 – 24.99 acres = 164 acres
- 6 lots are 25 – 29.99 = 107 acres
- 12 lots are 30 acres or more = 594 acres

Given the overabundance of small sites and the fact that the current vacancy rate for industrial land is below 5 percent across the region, the reality is that the vast majority of this acreage could not be used to serve the industrial market.

We recommend that COO Madrigal and the Metro Council direct staff to work with industrial developers to identify a minimum lot size that is realistic for effective industrial development. Any lots below that lot size should be removed from the overall land supply calculation.

As mentioned in the draft Urban Growth Report, the data and analysis of industrial land supply is not the only information that the Council may consider when determining whether there is a need to expand the Urban Growth Boundary. They may also consider whether there is a regional need for industrial sites with specific site characteristics such as larger sized sites.

The Oregon Semiconductor Task Force recommended that in order to be competitive over the next 5-10 growth cycle, the state needed to identify the following development ready sites:

- Two (2) sites of 500+ acres for advanced R&D or production fabrication operations
- Four (4) sites of 50-100 acres for device manufacturers or equipment manufacturers
- Eight (8) sites of 15-35 acres for key suppliers to the ecosystem

And while this site list is a statewide recommendation, we know that industries will often create clusters. Indeed, in EcoNW's report (Appendix 9) they note:

> The Metro Region already has a strong cluster for semiconductors in Hillsboro with Intel's Gordon Moore Park at Ronler Acres Research Campus, which creates 1,000 patents a year. This existing strength in semiconductor manufacturing can position the region to capture other semiconductor activities, and semiconductors are half of the state's annual exports. The semiconductor boom in the 1990s was

precipitated by the state having 2000 acres of industrial land, which led to billions of dollars of investment and doubling the industrial employee count.

To prepare for the next influx of semiconductor activity, the region will need to have a supply of industrial land to support business growth and expansion. The Semiconductor Task Force's Industrial Lands Subcommittee found that the key site characteristics that the semiconductor prefers is a location near other semiconductor businesses and labor, parcels of at least 25 acres, and sites that have infrastructure in place to support development that can begin within 6 months to three years. The subcommittee identified a lack of land that met these criteria.

And, as noted on pages 55-56 of the Urban Growth Report:

[T]he Metro Council established the following policy in the Regional Framework Plan:

'1.4.6 Consistent with policies promoting a compact urban form, ensure that the region maintains a sufficient supply of tracts 50 acres and larger to meet demand by traded-sector industries for large sites and protect those sites from conversion to non-industrial uses.'

Since the 2017 update of the Regional Industrial Site Readiness inventory of large industrial sites, 15 large industrial sites have developed. Six of the sites that developed are over 50 acres in size. There are ten remaining sites over 50 acres inside the UGB. Of those, two sites have marine or airport use restrictions, leaving eight sites over 50 buildable acres inside the UGB that are available to the general industrial market.

And so, the Semiconductor Task Force, the EcoNW Report and Metro's own policy recommends additional land of at least 25 acres with a push to identify 'sufficient supply of tracts 50 acres or larger' to meet the industrial needs of the region. And yet the overwhelming majority of vacant industrial land is LESS THAN 25 acres. There is an imbalance in acreage lot size availability and without a recommendation to discount acreage too small for real industrial development, Metro Council could stagnate the region's ability to leverage generational federal and state investment potential.

SUPERSITING AUTHORITY

Per the passage of Senate Bill 4, Oregon's CHIPs Bill, Governor Kotek maintains super-siting authority through the end of 2024. Should the Governor choose to use this authority, we urge Metro Council to see this as an additive, rather than as a replacement for, an Employment Land expansion in the Growth Management Decision.

We urge Metro to consider the generational investments that may be lost should the Governor provide the extraordinary opportunity of a regional supersite for semiconductors but the region is unable to support that work due to a lack of available mid-size lots needed for a healthy cluster.

CITY OF SHERWOOD EXPANSION PROPOSAL

We enthusiastically and without reservation support the City of Sherwood's request for expansion without any conditions. While Metro may want to make recommendations or provide incentives to encourage certain kinds of growth, we trust the rigorous public engagement process that Sherwood has already conducted and trust that they will continue to engage their community to understand how to grow reasonably and responsibly.

Metro staff made clear during our roundtable convening that Metro is not a zoning organization. To that end, we ask Metro to allow the city to work with their residents in the coming years to decide what makes most sense for their community's needs. It is imperative that policymakers recognize that every jurisdiction in our region has their own unique community needs and that heavy handed policy making to try to make suburban areas mimic urban areas is unreasonable.

We encourage Metro to engage in the process, as other regional partners plan to do, to provide input about best practice and guidance for equitable outcomes. But beyond that, **COO Madrigal and the Metro Council should allow local jurisdictions to grow within their own boundaries in a way that best reflects the community they are working with their residents to create**.

To be clear we ask COO Madrigal, and subsequently the Metro Council to:

- Add 340 net acres of residential land to the UGB as proposed in the Sherwood West Concept Plan as proposed.
- Add 130 net acres of flex industrial land to the UGB as proposed in the Sherwood West Concept Plan as proposed.
- Add 135 net acres of commercial and hospitality land to the UGB as proposed in the Sherwood West Concept Plan as proposed.

CLOSING

Westside Economic Alliance wants to again appreciate the work of Metro staff who prepared this cycle's Urban Growth Report. It is a massive undertaking, and this year another layer of public engagement was added via the Urban Growth Roundtable that took a significant amount of staff time.

To close, Westside Economic Alliance on behalf of our members, ask **COO Madrigal and the Metro Council to lean into a Growth Management Decision that is aspirational**. Throughout the region we are hearing alarm bells going off that our growth in the coming

decades will be reliant on in-migration. In-migration can be super charged through smart policy choices. Job growth can be ramped up through smart policy choices. Land readiness can be increased through smart policy choices and investments.

Adopting a high growth population scenario is the first step to unlocking the potential for smart regional policy and investments that will help our region's employers and local jurisdictions realize economic growth and prosperity.

Thank you for your time and commitment to the growth of our region.

Sincerely,



Elizabeth Mazzara Myers, Executive Director

Cc:

[redacted]

Miriam Hanes

From: Elizabeth Mazzara Myers [redacted]
Sent: Thursday, August 22, 2024 10:50 AM
To: Metro 2040; Marissa Madrigal
Cc: Lynn Peterson; Ashton Simpson; Christine Lewis; Duncan Hwang; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan
Subject: [External sender]WEA | Testimony to COO Madrigal re: 2024 Urban Growth Report
Attachments: Metro UGR 2024_Written Testimony to COO_22Aug2024 (2).pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good morning.

Please accept the attached testimony prepared on behalf of the members of the Westside Economic Alliance.

Thank you.
Elizabeth



Elizabeth Mazzara Myers, **Executive Director**

email: [redacted]
mobile: [redacted]
web: www.WestsideAlliance.org

Miriam Hanes

From: Erik Lukens [redacted]>
Sent: Thursday, July 18, 2024 3:12 PM
To: Metro 2040
Subject: [External sender]attn. Metro Council
Attachments: OBI Sherwood West Letter of Support July 18.pdf

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

Dear Metro Council:

Please see attached letter in support of the Sherwood West Concept Plan as proposed from Angela Wilhelms, president and CEO of OBI.

Erik

Erik Lukens | Communications Director
Oregon Business & Industry
[redacted] | Salem, OR 97301-4030 | www.oregonbusinessindustry.com



July 18, 2024

Metro Council
600 NE Grand Ave.
Portland, OR 97232

RE: Support from Oregon Business & Industry for Sherwood West Concept Plan as proposed

Dear Metro Council,

I am writing to express Oregon Business & Industry's strong support for the Sherwood West Concept Plan as proposed. The plan would add badly needed land for housing, industrial and commercial use to Sherwood's urban growth boundary.

Oregon Business & Industry (OBI) is a statewide association representing businesses from a wide variety of industries from all of Oregon's 36 counties. In addition to being the statewide chamber of commerce, OBI is the state affiliate for the National Association of Manufacturers (our Manufacturing Council of Oregon) and the National Retail Federation. Our 1,600+ member companies, more than 80% of which are small businesses, employ more than 250,000 Oregonians. OBI's primary mission is to strengthen the business climate in Oregon.

Oregon relies upon its businesses to provide jobs for Oregonians, tax revenue for government services and many of the other benefits required by vibrant and prosperous communities. Employers need the right conditions to generate jobs and prosperity, however. These conditions include available and affordable land for growth and for housing. Denied adequate land for growth, businesses will invest elsewhere, and the jobs, revenue and other benefits they provide will follow. Unable to find housing they can afford, potential employees will do likewise.

I and my colleagues at OBI talk regularly with our members about impediments to growth and success in Oregon. Almost without exception, they cite a lack of available and ready land for expansion as well as the state's exceptionally high housing costs. The high price of housing in Oregon is in large part a function of the limited availability of buildable land.

The shortage of land routinely costs Oregon jobs and revenue. Earlier this month, the U.S. Department of Energy announced that it would lend Lebanon-based Entek $1.2 billion to finance a factory in Indiana that is expected to generate more than 600 jobs when it opens in 2027. Entek President Kim Medford cited the availability of land in Indiana as one reason for the decision to expand outside of Oregon.

The Sherwood West Concept Plan addresses this widespread problem in the local community. It is the product of a thorough, two-year public process and enjoys the support of the community. I urge you to approve the plan as proposed, which calls for the addition of 340 acres of residential land to the UGB as well as 130 acres of flex industrial land and 135 acres of commercial and hospitality land. The Sherwood community has not been consulted about the proposed conditions of approval, and pursuing them could well erode public support.

The Sherwood West Concept Plan as proposed enjoys the support of the community and Sherwood City Council. It would add badly needed industrial and residential land and, by doing so, improve Oregon's competitiveness. I urge you to adopt it as proposed.

Thank you for the opportunity to comment.

Sincerely,



Angela Wilhelms
President and CEO
Oregon Business & Industry
[redacted]

From: [redacted]
To: [redacted]
Subject: [External sender]UGB expansion
Date: Wednesday, June 28, 2023 7:04:50 PM

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

Please do not expand the UGB anymore. I'm in Wilsonville watching with disappointment the big single family homes being built in Frog Pond West. These homes are not only unaffordable, they're not the high density we need to stop sprawl and address the climate impacts of our communities.

In Wilsonville, we have an empty large parcel, right downtown, that is ripe for high density redevelopment. Much of the city is low rise strip commercial development. We need to remove barriers and create incentives to foster affordable, high density, vibrant mixed use developments within our cities, not to expand the UGB.

Please hold the line.

Respectfully,

Dave W
Wilsonville, OR

Miriam Hanes

From: Kathy Gadinas <[redacted]>
Sent: Monday, August 26, 2024 8:20 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]OPPOSE Sherwood expansion of UGB

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

This household is very much opposed to expanding the Urban Growth Boundary in Sherwood.

According to the Metro's research, there is plenty of industrial land inside the existing UGB for another 20 years. We also have enough vacant land to accommodate new housing and jobs for years if it is planned and developed carefully.

We really enjoy living in Sherwood. It's a beautiful community and would hate to see all the agriculture disappear when it's not necessary.

Please don't expand the UGB.

Thank you.

Kathy Gadinas

August 21, 2024

Lynn Peterson, Chair
Members of the Metro Council
Metro
600 NE Grand Ave.
Portland, OR 97232

Dear Chair Peterson and Members of the Metro Council,

The Sherwood Chamber of Commerce is a vibrant and active organization representing businesses in and around Sherwood with the primary goal of building a strong community. In that light, the Chamber especially appreciates the City of Sherwood's effort to create new business opportunities such as we currently see in the Tonquin Employment Area while also working to expand choices for people to live in Sherwood.

This same foresight is on display with the submittal to Metro of the Sherwood West concept plan, importantly funded in partnership with Metro. The thorough two-year planning process for both the Citizens Advisory Committee (CAC) and the Technical Advisory Committee (TAC) – which Metro representatives where a critical part of - has produced a concept plan that will realize a vision for housing and employment lands embraced by so many during this project.

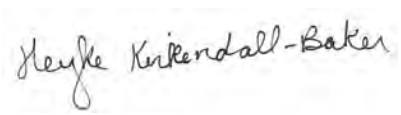
We commend the work of CAC and TAC for creatively weaving the residential and business needs of current and future Sherwood residents into a unique plan that is created by and for our community. The 200-250 acres of potential employment lands contained in the plan makes a strong statement that the future viability of our community depends on a healthy mix of land uses that will encourage more businesses to locate in our great city while creating desirable communities for people employed by these new businesses to work and live in the city.

The Sherwood Chamber of Commerce supports the City's application and Metro's favorable consideration and adoption of the Sherwood West concept plan, moving forward with an Urban Growth Boundary (UGB) expansion. We appreciate the Metro Council partnering to help make Sherwood the best it can be for many years to come.

Sincerely,

Sherwood Chamber of Commerce

By: Heyke Kirkendall-Baker, President of the Board



Miriam Hanes

From: Sherwood Chamber <[redacted]>
Sent: Tuesday, September 3, 2024 2:23 PM
To: Metro 2040
Cc: Chamber President
Subject: [External sender]Sherwood Chamber of Commerce - Letter of Support
Attachments: Letter of Support - Metro Council.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good afternoon: Please find attached a letter of support for the City of Sherwood expansion project. Thank you. Heyke

--
Sherwood Chamber of Commerce
Office: [redacted]
Web: https://sherwoodchamber.org/

NAIOP
COMMERCIAL REAL ESTATE DEVELOPMENT ASSOCIATION
OREGON CHAPTER

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Howard S. Wright Construction

Pres.-Elect, Travis Drilling
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Jake Sly
R&H Construction

Executive Director
Geoff Horning

August 22, 2024

The Hon. Lynn Peterson, President
Metro Council
600 NE Grand Avenue
Portland, OR

RE: 2024 Urban Growth Report

Dear President Peterson and Councilors:

NAIOP, the Commercial Real Estate Development Association, is one of the leading organizations for developers, investors, owners & operators, brokers, and related professionals in office, industrial and mixed-use real estate throughout the United States, Canada, and Mexico. The Oregon Chapter's members represent a broad and diverse range of companies involved with commercial real estate activities in the Portland metropolitan area, including developers, owners, brokers, and managers, along with other professionals providing legal, finance, title, engineering, architectural, construction, and other services.

Thank you for the opportunity to comment on the draft 2024 Urban Growth Report which is a crucial element in planning for the future of commercial development in the region. Our testimony will focus on two areas:

- Strong support for the boundary expansion proposed by the City of Sherwood which includes our unequivocal endorsement of the findings and conclusions presented by EcoNorthwest in its *Sherwood West UGB Assessment* document found in Appendix 9;
- Concerns with the UGR's estimates of supply and capacity of industrial land

I. Support for Sherwood West UGB Expansion Proposal/Endorsement of EcoNorthwest Findings and Conclusions

NAIOP Oregon member representatives have been involved in Sherwood's planning process for the Sherwood West area for more than two years, and we very much appreciate the extensive time and effort the City has devoted to careful development of a plan that will provide much needed additional land for employment and housing. The Sherwood West Concept Plan includes land for housing, schools and civic facilities, park space, and 265 net acres for employment uses that would support about 4,500 new jobs. We strongly endorse the findings of ECONorthwest that this area has regionally

unique characteristics that would be very attractive to industrial development, including 40-to-50-acre parcels, minimal site aggregation, slopes under 5 percent, and access to Interstate 5.

Our industrial market members have long been well aware of ECONorthwest's finding that, unlike in the office and retail markets, vacancy rates for the industrial sector in the region are below 5%. This is an extremely low number and, with continuing strong demand for this type of space, has spurred a more than 20% increase in industrial rents over the last five years. These two trend lines are even more pronounced within Washington County, where the vacancy rate dipped to 2.5% in 2023 and rents increased 23%.

As ECONorthwest found, "A diverse regional market supply of sites is essential to maintaining an equilibrium in market pricing and to supporting a broad range of industries." Without such a supply, the Portland metropolitan region will be unable to compete with other national markets and will be passed over by employers looking for new locations and expansion opportunities.

The Sherwood West area fulfills this need quite well with its unique set of features as listed above by the ECONorthwest analysis. Also, it should be noted that Sherwood West is within an acknowledged Urban Reserve that was designated 14 years ago after an intensive public process to identify and compare parcels most suitable for UGB expansion and future urbanization. Expansion of the UGB to include Sherwood West is a logical and appropriate next step to ensure that the region is able to satisfy regional industrial land needs for the next twenty years.

II. Concerns with the UGR's estimates of supply and capacity of industrial land

A. Slopes and Parcel Size. According to the UGR, there are currently 5,950 acres of buildable industrial land within the region. This number, however, seriously overstates the realistic development potential for these lands since it includes properties with slopes of up to 25%, which is much steeper than is acceptable for industrial uses (the 25% slope standard is derived from Oregon Administrative Rules specifically pertaining only to residential land). A more accurate approach would be to use the acreage for "unconstrained" parcels shown on Table 5 of Appendix 6 which deducts those areas where 10% or less of the taxlot is up to a 7% slope. This amounts to 2,839 acres, but is also problematic since the average parcel size is 1.05 acres, much smaller than is typically seen for industrial development.

According to data from CoStar, since 2018 there have been 137 industrial buildings constructed within the UGB and Clark County. As shown in the table below, those 137 buildings had 21,834,448 total square-feet of net rentable area, with a total land area of 1,678 acres.

New Industrial Construction 2018-24 Within Portland UGB and Clark County, Washington	
Total Building Net Rentable Area	21,834,448 sq. ft.
Total Land Area	1,678 acres
Average Building Size	159,376 sq. ft.
Median Building Size	105,986 sq. ft.
Average Land Area	12.25 acres
Median Land Area	8.44 acres

As can be seen from these numbers, the average and median land area size of 12.25 and 8.44 acres for industrial developments over the last six years is far larger than the 1.05 acre average lot size seen in Table 5 of Appendix 6 in the UGR. This disparity is further reinforced by data presented in ECONorthwest's Sherwood West UGB Assessment (Appendix 9 of the UGR) regarding the size of industrial buildings constructed. According to the report, "Between 2019 and 2023, 7 million square feet of industrial buildings (sized 100,000 square feet or larger) were developed in the region across 33 buildings. This indicates that 39 percent of the industrial buildings built between 2019 and 2023 equal or are greater to 100,000 square feet, which shows the trend towards new industrial companies needing larger spaces."[1]

We would urge the Council to direct staff to develop recommendations for further reductions in projected industrial land capacity after taking into consideration the steep slopes and the extremely small average taxlot size of the buildable industrial acreage.

B. Projected Infill Industrial Development. A further problem with the 5,950-acre total amount of buildable industrial land is that 3,252 acres (55%) are projected to come from infill development of sites that are already considered developed. Only 2,574 acres (43%) are actual vacant, undeveloped sites. The infill projection is very aggressive for such remnant parcels and begs the question of what the historical rate of industrial infill has been.

We urge the Council to direct staff to produce this information so that it can be compared with projections for the future.

Thank you for the opportunity to comment on the Urban Growth Report and we appreciate the outreach efforts of your staff to brief in responding to our questions. Please let us know if we can provide any additional information.

Sincerely,

Kelly Ross
Public Affairs Consultant

[1] *Sherwood West UGB Assessment*, ECONorthwest, Urban Growth Report Appendix 9, page 8.

Miriam Hanes

From: [redacted]
Sent: Wednesday, September 4, 2024 1:27 PM
To: Metro 2040
Subject: [External sender]NAIOP Testimony re UGR
Attachments: NAIOP Letter to Metro re 2024 UGR.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Please find attached NAIOP's testimony regarding the 2024 UGR.

NAIOP
COMMERCIAL REAL ESTATE DEVELOPMENT ASSOCIATION
OREGON CHAPTER

Kelly Ross, Public Affairs Consultant
[redacted]

Materials following this page were distributed at the meeting.

Urban growth management: MPAC recommendations

MPAC
September 25, 2024

	July	August	September	October	November	December
Council	Discussion of draft Urban Growth Report *released July 9*	Public comment survey available until August 22 COO/Staff recommendation released August 26	**Public hearing** on COO/Staff recommendation	Council direction on intended decision	Council first reading; **public hearing**	**Council second reading; final decision**
MPAC			Discuss COO/Staff recommendation; *Recommendation to Council*			
MTAC			Discuss COO/Staff recommendation; *Recommendation to MPAC*			
CORE	Discussion with Sherwood staff	Discussion of draft COO/Staff recommendation	Discuss COO/Staff recommendation; *Recommendation to Council*			

Plan for tonight: Discussion and vote

- Provide recommendation to Council
  - Group discussion
  - **Vote**: Do you recommend the COO/Staff Recommendation to the Metro Council for approval?

Since the last MPAC meeting

- September 12: Council work session
  - Support for UGB expansion with the Sherwood West urban reserve
  - Directed staff to move forward drafting conditions of approval in alignment with Sherwood's plans
- September 18: MTAC recommendation
  - Motion passed to expand the UGB to include Sherwood West
  - Attempts at amendments to this motion made, but did not pass
  - MTAC provided a variety of technical feedback on the topic areas for conditions of approval

Reminder: Public comment themes

- Optimism about **future growth potential**
- Interest in **more housing and job opportunities** in Sherwood
- Importance of **housing affordability**
- **Housing choices** for seniors, young families and other demographic groups
- Impacts of a potential UGB expansion on **traffic,** due to lack of transit options in Sherwood
- Impacts on **farmland and agricultural activities**
- Impacts on the **environment and climate change**
- Impacts of new development on existing **public infrastructure**
- Use **land within the UGB** before expanding



Expand the UGB to include Sherwood West urban reserve

Topics for potential conditions of approval

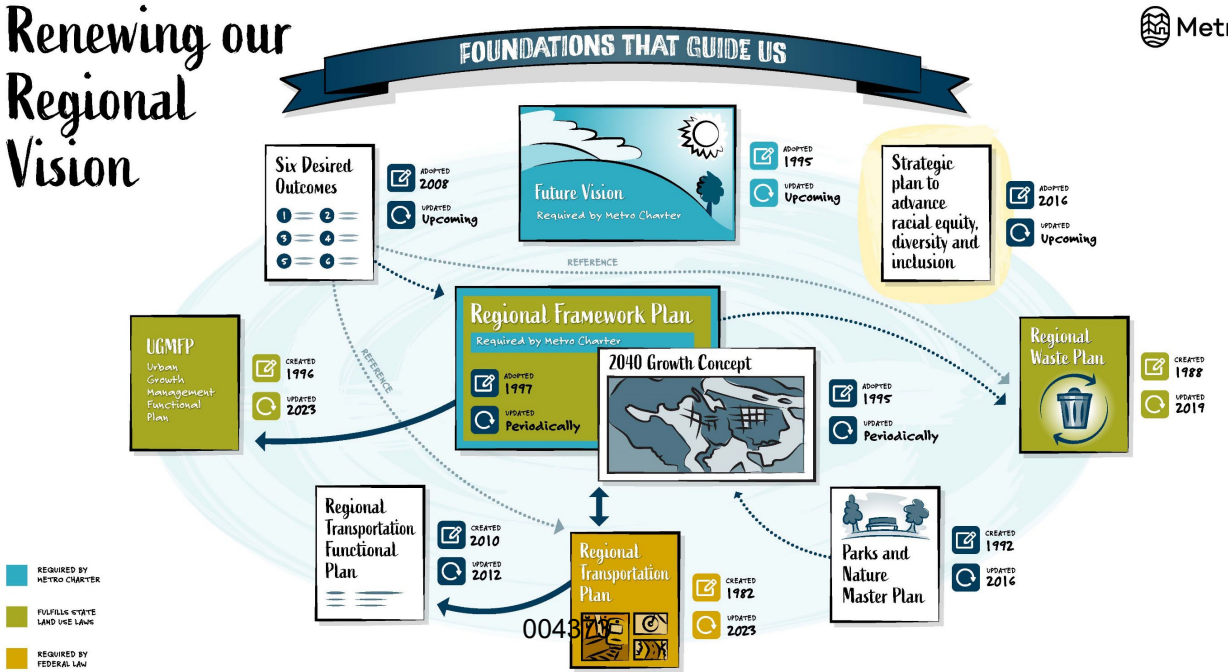
- Number of housing units
- Housing affordability
- Protections for large industrial sites to grow the region’s high-tech manufacturing sector
- Broad based community engagement
- Tribal consultation

Additional recommendations for Metro

Revise how we accounted for slopes on employment lands

- DLCD advised Metro to use a 10% slope threshold when inventorying buildable employment lands

Update the region's vision for its future



Improve how we assess equity in growth management decisions

- Possible amendments to Title 11 of the Urban Growth Management Functional Plan to require local governments to complete equity assessments when concept planning for new urban areas

Consult with Tribes

- Identify possible requirements for local governments to consult with Tribes when concept planning and comprehensive planning new urban areas
- Identify opportunities to ensure and improve Metro's Urban Growth Report technical analyses are inclusive of relevant tribal priorities, expertise, and data sets

Feedback from MTAC

MTAC comments: Sherwood West conditions

- General feedback
  - Support local planning
  - Conditions can lead to better outcomes
- Amount of housing and proposed density
  - Balance between Sherwood's plans and regional need for housing, walkable neighborhoods, public health and transit/infrastructure
- Housing affordability
  - Balance regional needs and the capacity of a city to build affordable housing

MTAC comments: Sherwood West conditions

- Protections for industrial land
  - General support for large lot protections
  - Disagreement about which Title 4 designation should be assigned
- *New topic area*: Climate impacts
  - Densities that support transit and walkability
  - Efficient use of land inside the boundary / support for redevelopment

MTAC comments: Future UGM decision cycles

- Explore tools for different land utilization – public lands inventory, convert lands zoned as commercial to affordable housing, more funding for cities meeting regional need inside their existing boundary
- Lower the slope threshold for buildable employment lands from 10% to 7% in the Urban Growth Report
- Expand number of housing demand scenarios that are considered
- Convene a task force to revise growth and capacity models used for the buildable lands inventory that better reflect market realities

MTAC vote

- MTAC voted “yes” to expanding the UGB to include the Sherwood West urban reserve
- MTAC directed staff to share technical feedback about conditions for MPAC’s consideration

Questions?

Discussion and vote

- Provide recommendation to Council
  - Group discussion
  - **Vote**: Do you recommend the COO/Staff Recommendation to the Metro Council for approval?

oregonmetro.gov



5 Minutes

9/18/24 MTAC comments on Sherwood West UGB expansion proposal – for MPAC consideration

Context
On September 18, 2024 the Metro Technical Advisory Committee (MTAC) held their second discussion about the City of Sherwood's proposal to expand the Urban Growth Boundary (UGB) for uses described in the Sherwood West Concept Plan. Technical recommendations, comments and information from this discussion will be considered by the Metro Policy Advisory Committee (MPAC) on Wednesday, September 26 as they make a recommendation to the Metro Council on the Sherwood West UGB expansion proposal.

Recommendation on UGB expansion proposal
Members of MTAC voted 20 in support, three against and four abstentions to recommend that MPAC forward a recommendation to the Metro Council to expand the UGB to include the Sherwood West urban reserve.

Notes from MTAC discussion about potential conditions
MTAC discussed potential conditions of approval that the Metro Council could place on the Sherwood West comprehensive planning process should the Metro Council decide to approve the UGB expansion request. There were two amendments to the motion to approve the UGB expansion that didn't have enough votes to move forward— both were related to specific conditions, and both failed to receive the necessary votes.

Topics of discussion included the following:

General: overall need for/nature of conditions

- Historically, the placement of conditions on urban growth expansion areas has led to better outcomes.
- MPAC members had different opinions about how prescriptive conditions should be. Some MTAC members expressed concern that prescriptive conditions reduce city flexibility and autonomy.
- Others noted that more prescriptive conditions are needed to meet regional goals, including Metro's Six Desired Outcomes
- Some MTAC members noted that political leaders have taken risks with their constituents to expand urban growth boundaries, and urged support for the City of Sherwood's proposal

Potential condition regarding the *amount* of housing

There was a range of ideas and opinions about a potential condition regarding housing density, and MTAC did not speak with one voice. Discussion points included the following:

  - The City of Sherwood would be providing more units than identified in their Housing Needs Analysis – they are already going above and beyond what is required

- Infrastructure, including open space, is needed to support higher densities
- Public health
  - Higher densities support better health outcomes
  - Relationship between higher density and more physical activity and active transportation through walking and biking
  - Want to see opportunities to walk and roll to Sherwood High School from other parts of the city
- There should be other scenarios considered beyond the four identified in the UGR – specifically want to see a scenario with higher population growth and a higher number of single-detached housing need

Potential condition regarding the *affordability* of housing

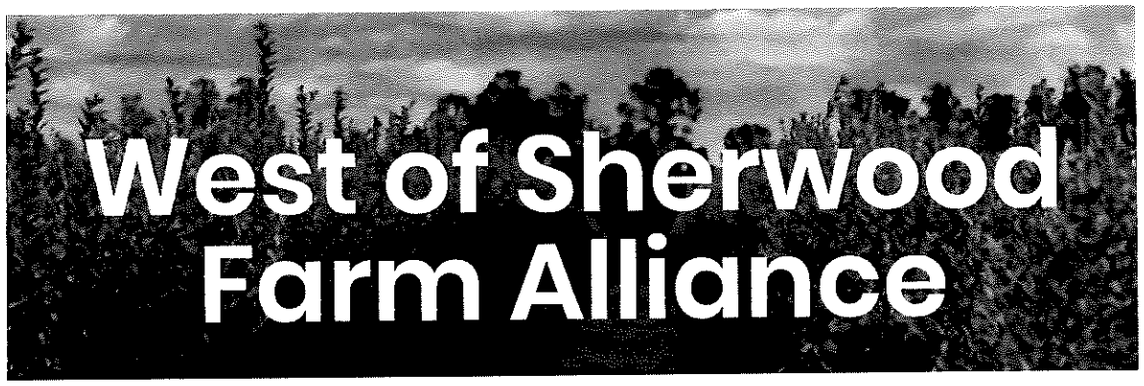
As with the discussion about housing amount, MTAC members did not agree on a single technical recommendation regarding housing affordability. Discussion points included the following:

- Affordability levels
  - Suggested that the city identify land within the Sherwood expansion area that they can acquire and use an RFP to solicit affordable home ownership and multifamily development
  - Suggestion to require 10% of the units in the expansion area be made affordable to households making 60% of AMI or below
  - UGR says 80% of future households cannot afford median home price, so there needs to be enough density to support market provided moderate income housing and affordable housing
    - Newly built housing without significant subsidy will not reach the income levels of the highest need
    - Today, 2/3 of housing needs in the region are for housing affordable to people making 120% of AMI or below
      - Majority of this is for 80% AMI or lower
  - Consider homeownership opportunities and equity
  - City support is necessary for developers to acquire State funding and tax credits, so they should kick-off a process to build affordable housing in their community to show that support

- Want to support transit-oriented homes; access to services and community building
- Origin of the UGB was to protect natural resource of prime farmland – currently using urban reserves too quickly which threatens rural reserves and longer-term future

Technical recommendations for future UGM decision-making cycles
As with the other areas of discussion there was no vote conducted related to future Urban Growth Management (UGM) decision-making cycles, but the following technical recommendations were made through discussion:

- Suggestion for a condition that a city proposing an expansion must first evaluate their own public lands inventory
    - Document how they are being used and evaluate if they can be used for affordable housing or zoned for better uses
- Metro should explore a policy assessment to understand tools available to convert lands zoned as commercial to affordable housing land
- Suggestion to map out this data as a live database that is updated regularly, not just on the six-year cycle
- Clackamas County proposed the following:
    - "Metro agrees to create and host or commit to having Senior staff participate in a task force ending no later than mid-2025 with a report back to the Council highlighting opportunities for creating growth and capacity models that are more reflective of market realities. The goal will be to work with local jurisdictions and private sector partners to address the employment lands challenges identified through the UGR process including but not limited to slope and lot size"
    - A friendly amendment was accepted to expand this condition to include assessment of redevelopment potential of existing commercial and industrial sites (no vote was taken)
- Suggestion that concept plans should not be limited just to UGB expansions - opportunity for cities to come forward and show how they will meet that need in their own jurisdictions and receive Metro attention and funding
- Don't have to wait for the next UGM to take climate and equity into account – they are already in the six desired outcomes
- Slope threshold should be lowered from 10% to 7% in the final Urban Growth Report



Sherwood Vacant Lands Capacity Analysis

Executive Summary

September 2024

Sherwood Planning Area* Vacant Lands Capacity

0 additional acres added to the Urban Growth Boundary

4,572 new homes with a closer fit with housing needs

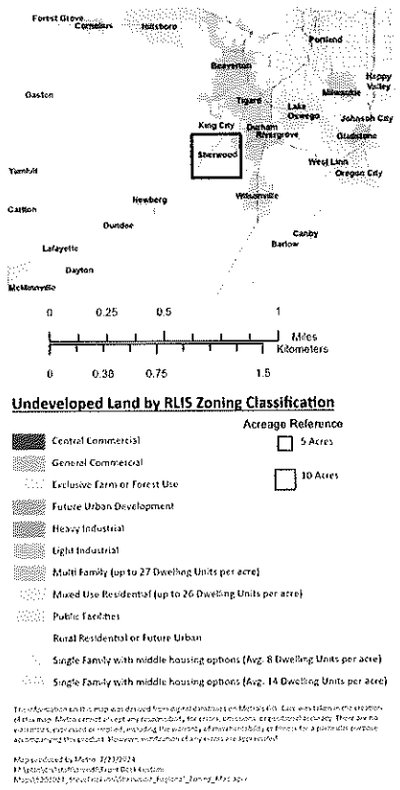
5,526 new jobs

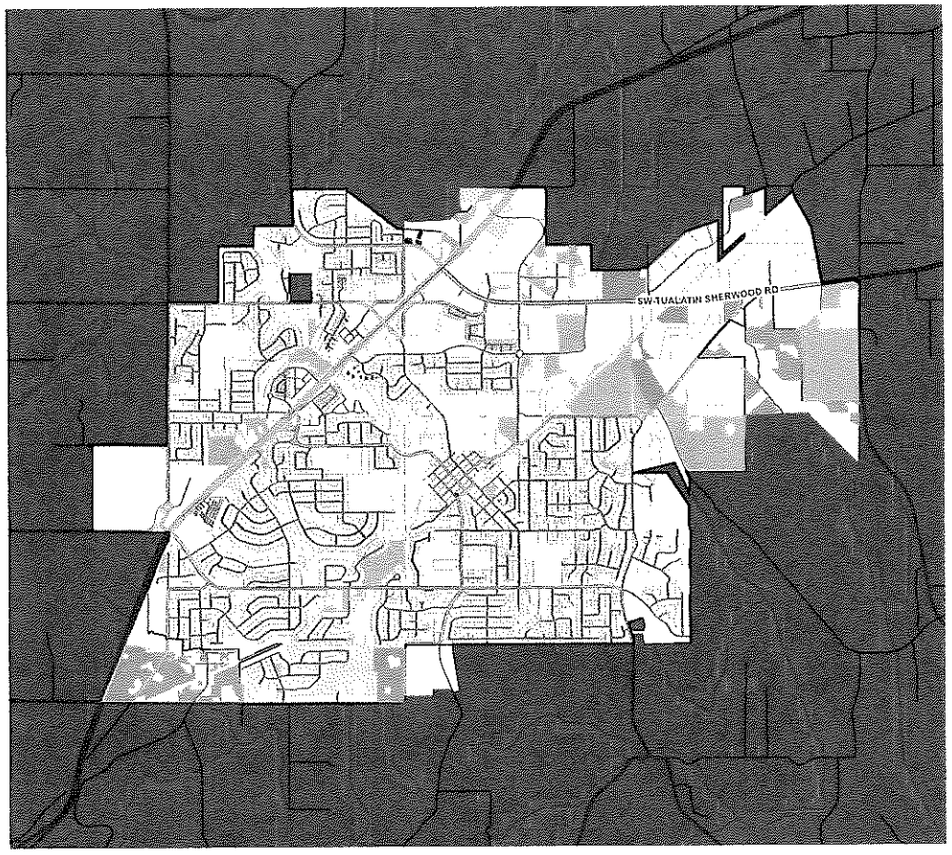
$58-$70 million taxpayer and ratepayer savings because no funding shortfall; $ millions saved on unneeded infrastructure.

Conserves instead of develops **precious farmland, forests, streams and wildlife.**

* The Sherwood Planning Area is the land inside the city limits of Sherwood, plus the Brookman Addition area and Tonquin Employment Area previously added to the UGB.

Metro Resource Center Map of Vacant Land in Sherwood Planning Area Prepared August 2024



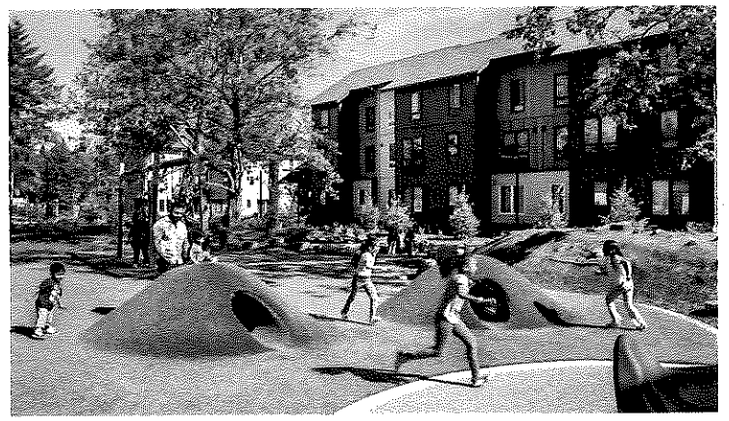


The Sherwood Planning Area is the land inside Sherwood city limits, the Brookman UGB expansion concept area and Tonquin Employment Area

Sherwood Vacant Land Housing Capacity







Uses actual market rate housing developments and Metro Housing Bond projects plus Sherwood Housing Need Analysis to develop alternative housing concept using only vacant land zoned for residential or designated “future urban.” 59% of the residential land would be developed with single-family homes.

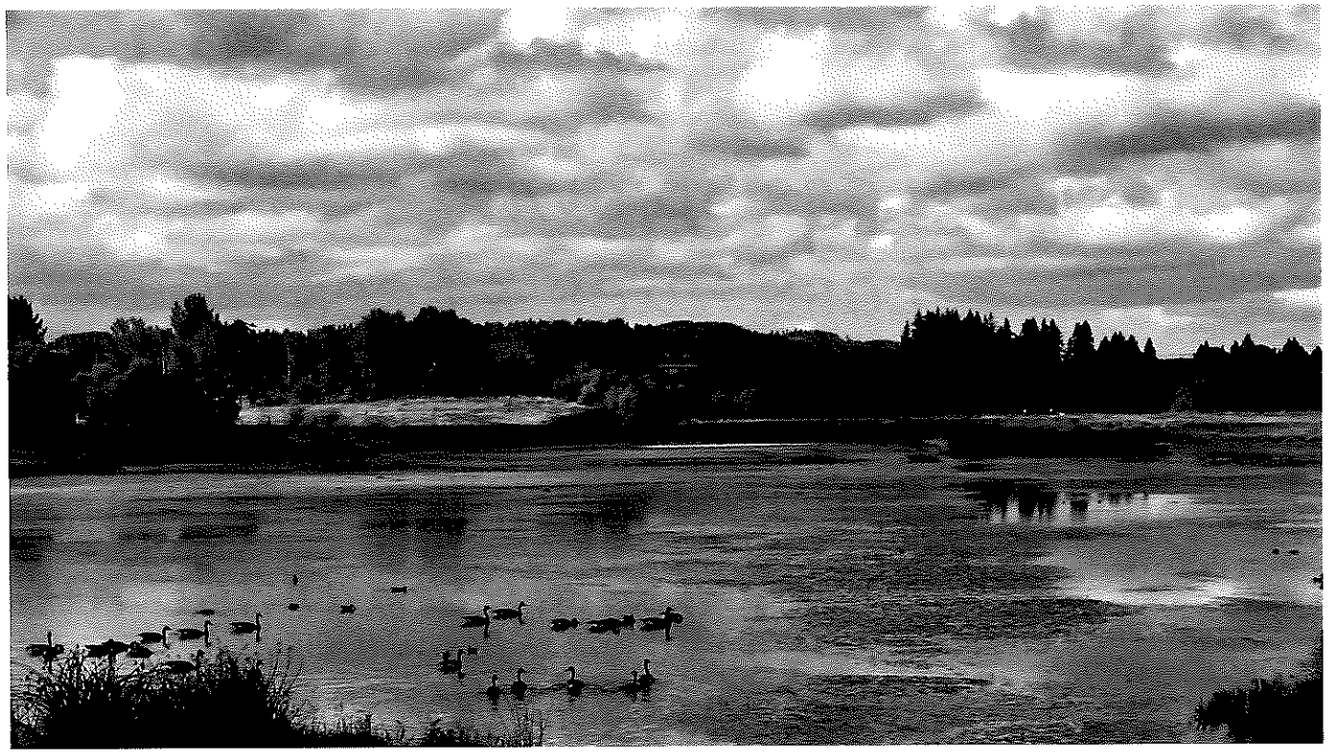
Taxpayer Savings

Table 1. Estimated Infrastructure Costs by District and Category

	Water		Sanitary Sewer		Storm		Parks		Transportation		Total District Costs
	Costs	%	Costs	%	Costs	%	Costs	%	Costs	%	
North	$10,745,000	8%	$18,162,500	13%	$10,932,500	8%	$23,428,890	17%	$72,850,000	54%	**$136,118,890**
Far West	$8,367,000	20%	$4,801,500	11%	$2,775,000	6%	$0	0%	$26,920,000	63%	**$42,863,500**
West/Southwest	$29,164,800	19%	$10,099,350	7%	$6,177,500	4%	$23,815,610	15%	$85,787,301	55%	**$155,044,561**

Eliminates unnecessary infrasttucture needed to catalyze Sherwood West Concept Plan, such as pedestrian overpass and new roads, water, and sewer and stormwater facilties west of Roy Rogers and Elwert Roads.

Natural Resource & Environmental Protection



Saves Chicken Creek and adjoining riparian areas and forests from development and retains their carbon sequestration values; helps maintain water quality in Tualatin River National Wildlife Refuge.

Georgia Langer

From: Christine Lewis
Sent: Wednesday, September 25, 2024 4:30 PM
To: Ramona Perrault; Georgia Langer
Subject: Fw: MPAC -

Can you please enter this into the record?

Christine Lewis
Metro Council, District 2
Sent from my sometimes-smart phone
Get Outlook for Android

From: Denyse McGriff <dmcgriff@orcity.org>
Sent: Tuesday, September 24, 2024 11:56:40 PM
To: Christine Lewis <Christine.Lewis@oregonmetro.gov>
Cc: brett@happyvalleyor.gov <brett@happyvalleyor.gov>
Subject: [External sender]MPAC -

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Councilor Lewis, I am writing to you regarding the upcoming MPAC meeting where a vote will most likely be taken regarding the recommendation from the COO. I am unable to attend the meeting due to a planned tour of the Clackamas County courthouse.

I offer the following comments to for your review.

The loud voices in the region shout about the lack of housing for those in need in the state and the lack of land. The two concepts are linked but not the same. The action of adding more land to the UGB does not mean that needed housing
(affordable workforce) will be built. All housing is not needed housing. I have continued to advocate for a more aggressive approach to having enough land for development. Land already within the cities with infrastructures has been discounted in the recent metro studies. The underdeveloped land inside the UGB has the needed infrastructure and could provide increased density for housing. But without incentives to help bring this land online, the UGB will be compromised. Prime farmland will be used to "grow" housing instead of food.

I favor the low growth scenario option for that reason. When more than ½ the underdeveloped land within the UGB is used that would more than justify a measured expansion. I know that this is conservative, but there is so much as stake. Not only the future of our cities but the state as well- will the statewide land use planning hold the line.

Thank you for the opportunity to express my opinion on these matters. Thank you for all you do on behalf of our district and the region.

Best regards,

Denyse

Denyse C. McGriff
Mayor
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City of Oregon City
PO Box 3040
625 Center Street
Oregon City, Oregon 97045
503-657-0891

Testimony
to the MPAC
September 25, 2024
in Opposition to West Sherwood UGB Expansion

Topic: Capacity of Vacant Land inside Sherwood Planning Area for Jobs

For the record my name is Kristie Spurling.

I live in Sherwood, near the proposed UGB expansion area.

I am a supporter of the West of Sherwood Farm Alliance.

The Alliance commissioned an analysis of what could be developed on the vacant land already inside the city of Sherwood plus the land inside the Brookman area and the Tonquin Employment Area that were previously added to the UGB.

We paid the Metro's Data Resource Center to identify vacant lands inside the Sherwood planning area, which include 275 acres of vacant commercial, mixed use, and industrial lands.

Using the *Sherwood West Concept Plan's own employee density numbers*, the vacant employment zoned lands inside Sherwood and the Tonquin Employment Area are sufficient for 5,527 jobs of the type they are projecting in the expansion area.

Using vacant lands would save taxpayers and ratepayers hundreds of millions of dollars in taxes and fees to pay for new infrastructure. Sherwood's projected funding shortfall of $58 to $70 million for new infrastructure would become irrelevant.

It would conserve the Class A and Class I wildlife habitat in and around Chicken Creek and highly productive farm and forestlands.

Please reject the COO's recommendation and direct your staff to prepare an alternative to meet any regional and local needs for additional jobs on vacant land inside Sherwood and the region's UGB,

Thank you for this opportunity to testify.

September 24, 2024

To: Metro Policy Advisory Committee Members
Re: UGB Expansion Recommendation to the Metro Council Testimony
Fr: Todd Christiansen

My name is Todd Christiansen
I am opposed to the proposal and am asking the committee to reject the city of Sherwood's request to expand the UGB.

I appreciate the opportunity to provide important feedback and point of view to the committee. My wife Shannon and I have been Sherwood residents for over 20 years. We also own property in the proposed expansion area near the high school.
We have also sent correspondence opposing the expansion request directly to MPAC, Metro Council members, and provided testimony in public meetings held by the city of Sherwood.

I understand that land use planning is an extremely complicated, multi-dimensional issue, and is always contentious. The committee is tasked with making important decision(s) that have far reaching, generational consequences. As you evaluate this request, my asks of the committee are very simple:

1. Follow the FACTS and DATA
    a. Metro's own economic forecast, including data on population growth and housing, need does not support the NEED for expansion of this scale
2. Follow the Metro Charter/Guidance
    a. I ask of the Committee, as it considers the request, in alignment with outlined legislation, purpose and protocol for UGB expansion requests based on need. The charter does NOT and should NOT be influenced by special interests.
3. Consider all perspectives and be truly objective
    - Many of us are concerned that the hearing is simply symbolic or a check in the box. It may be that some of you have already decided to approve.
    - Some indications of this include:
        - what was said, and not said, in your work session on the urban growth report and COO recommendation
        - Councilor Gonzalez announcing his support for the proposal on July 11, before the official public comment period even began, perhaps reflecting the fact he has received major campaign contributions from people and businesses who have a financial stake in UGB expansions

However, it is an important reminder that the responsibility and duty for all members to engage and consider **all** testimony. I ask that you listen carefully, and genuinely consider

the discussion. You may even hear something that will stimulate you to assert your leadership role, ask questions, and consider whether there is truly demonstrated need for the UGB expansion at this time. If you do so, I am confident agree that the answer is No.
.

Thank-You

Todd Christiansen

September 24, 2024

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Re: UGB Expansion Recommendation to the Metro Council Testimony
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        - Councilor Gonzalez announcing his support for the proposal on July 11, before the official public comment period even began, perhaps reflecting the fact he, and other members, have received major campaign contributions from people and businesses who have a financial stake in UGB expansion

However, it is an important reminder that the responsibility and duty for all members is to engage and consider **all** testimony. I ask that you listen carefully, and genuinely consider the discussion. You may even hear something that will stimulate you to assert your leadership role, ask questions, and consider whether there is truly demonstrated need for the UGB expansion at this time. If you do so, I am confident agree that the answer is No.
.
Thank-You

Draft of Testimony
to the Metro Policy Advisory Committee
September 25, 2024
in Opposition to West Sherwood UGB Expansion

Topic: Justification based on housing need contradicted by the state's, Metro's and Sherwood's own housing need analyses and facts about housing costs.

Committee members, good afternoon.

My name is ROY WILLIVER.

I live [describe general location.]

I am a supporter of the West of Sherwood Farm Alliance.

The Chief Operating Officer has recommended adding 1,291 acres to the UGB based on this lands' supposed contribution to meeting the region's need for affordable housing.

This justification is contradicted by Sherwood's own clearly expressed preferences for expensive market-rate low-density single-family housing.

At the Metro Technical Advisory Committee meeting on August 28 (starting around minute 23) Sherwood's Planning Director, Eric Rutledge, made it very clear that the base density range for their housing forecast was 6.2 homes per acre.

He said the city would reject a condition requiring an average density of 16 units per acre, which would mean, according to him, that one-half of the new housing would be middle housing.

6.2 homes per acre means single-family homes on 5,000 to 6,000 square foot lots.

The homes currently for sale on lots of 5,000 to 7.500 square feet are priced on Zillow at between $535,000 to $800,000. According to Zillow the average home price in Sherwood is $637,000.

Assuming you are willing to pay 30% of your pre-tax income housing you would need a household income of at least $140,000 to afford a $637,000 house. The US Census reported that as of 2022 the median family income in the Portland Vancouver region was a bit less than $90,000.

According to multiple online source average rents in Sherwood are $2,000 to $2,500. Households earning $90,000 or more could afford $2,000 month but not $2,500.

How does the Sherwood West Concept Plan's proposal for low-density single-family housing square up with Sherwood's own 2019 Housing Need Analysis? It doesn't.

This month the Oregon Department of Administrative Services issued its draft statewide Housing Needs Analysis which includes draft goals for the Metro region and Sherwood; 44% of the region's new housing and 56% of Sherwood's must be affordable to households with 80% or less of the median family income.

So where does this leave the one-half of residents of the region with average or below average incomes?

Well, certainly not in Sherwood.

If you are serious about making housing more affordable you must recommend to the Metro Council that it reject the staff recommendation.

Thank you.

377 words: 126 words per minute.

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Wednesday, September 25, 2024 3:07 PM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#268]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name * Alexandra Brown

Email * abrown5@drhorton.com

Your testimony

Dear Metro Council Members,

I am writing to express my support for the proposed expansion of the Urban Growth Boundary (UGB) to include the Sherwood West Plan. As a resident of the Portland metro area and a previous member of the Sherwood Planning Commission, I recognize the need for thoughtful and strategic planning to accommodate the region's growing population and to ensure that our communities remain vibrant, livable, and sustainable.

The Sherwood West Plan represents a significant opportunity to address the housing shortage in our region by creating a well-planned community that provides a mix of housing options, including affordable housing for families, seniors, and first-time homebuyers. Expanding the UGB to include this area will allow for the development of necessary infrastructure, parks, and other community amenities that support a high quality of life for residents.

Furthermore, the plan's focus on preserving natural resources and open spaces aligns with the values of environmental stewardship that are important to our region. The careful integration of green spaces, trails, and conservation areas within the Sherwood West Plan will help to maintain the ecological balance and provide recreational opportunities for all residents.

In addition to meeting housing needs, the Sherwood West Plan has the potential to stimulate economic growth by attracting businesses and creating jobs within the community. With a well-designed transportation network that enhances connectivity, this development will contribute to a more balanced and equitable distribution of economic

opportunities throughout.

I believe that the expansion of the UGB to include Sherwood West is a necessary and forward-thinking step to ensure that the Portland metro area can continue to grow in a sustainable and inclusive manner. I urge the Metro Council to approve the UGB expansion and support the implementation of the Sherwood West Plan.

Thank you for your time,

Alexandra Brown

Is your testimony related to an item on an upcoming agenda? *	Yes

Georgia Langer

From: Mallory Cochrane <mallory@birchsocial.com>
Sent: Wednesday, September 25, 2024 10:08 AM
To: Legislative Coordinator
Subject: [External sender]Public Comment - 9/26/24 Council Meeting

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To the Metro Councilors,

I am writing in regards to the Public Hearing for 2024 Urban Growth Management: Chief Operating Officer Recommendations discussion at the upcoming Council Meeting on 9/26/24. I am a resident and small business owner in Sherwood and would like to see Metro approve the Sherwood West Concept Plan as proposed by the Sherwood City Council and widely supported by the Sherwood community. In this moment, you have the power to shape our community; I urge you to consider the future we are building for generations to come.

My business, Birch Social, is a local food consulting and marketing company in which my clients are small, local farms. My 10+ years of experience working in the food and agriculture industry, paired with my Master's degree in Food Systems and Society, makes me acutely aware of how land use and development affect our communities, environment and local food system. Too often land is used exclusively as a commodity, for short term financial gains, with prioritization of profit over sustainable land use and community needs.

There is vast potential for a new paradigm in land use to emerge and for Sherwood, it begins with the expansion of the UGB. It may seem counterintuitive for someone dedicated to local agriculture to support this expansion, but growth is imminent and there are ways to accommodate this that also protect farmland and even enhance the local food economy.

I empathize with the concerns of residents opposed to the growth of our city - I do not want to see sprawling housing developments without greenspaces or walkability, nor transportation networks that harm our environment and disrupt privately owned land. However, the Sherwood West Concept Plan serves as a framework for land use that includes considerations for these valid concerns. Without expansion of the UGB and adoption of this plan, future growth in our city will almost certainly be decided by developers and result in land access disparities, environmental degradation, and loss of community pride.

This moment offers an unprecedented opportunity to build and create a future for our city that is based in thoughtful, inclusive and sustainable land use. We can be an example for the rest of Oregon, and the nation, of what this new paradigm could look like and the many advantages it would bring to our community.

Growth in our city is inevitable and we need the UGB expansion to accommodate the increase in population and businesses. It is critical that smart growth practices be applied to the Sherwood West area so that we are future-proofing development in a way that enhances our community, increases economic prosperity and protects farmland, natural spaces and resources.

I appreciate your time and thoughtful consideration of this important matter.

Sincerely,
Mallory Cochrane

--
Birch Social
hello@birchsocial.com
@birchsocialoregon
Celebrating the power of local food from field to table

President Lynn Peterson and Metro Councilors,

Thank you for the opportunity to speak to you all about Sherwood's urban growth proposal. My name is Saerom Yoo and I co-chair the Committee on Racial Equity with Temmecha Turner. We are 13 BIPOC, immigrant and refugee community members convened to advise Council on matters that impact racial equity in our region.

CORE was asked to weigh in on the UGB process after a primarily white stakeholder roundtable of subject matter experts and industry leaders was convened. A few of our members plus others were hastily added to the roundtable and what followed was an arduous journey for those of us who hold racial equity as a core value.

While we have submitted recommended conditions of approval in writing, we believe the process is just as important — if not more so — than the outcome. We're sharing our observations and recommendations today in hopes Metro will capture the lessons learned through this process and formalize new best practices in the future. We would appreciate an update within 3 months on how the Council has decided to incorporate our feedback into future Metro decisions

Our Takeaways

The UGB process tokenized CORE and other people of color. While we're grateful that CORE was invited to weigh in on the UGB process, it was immediately clear that racial equity was an afterthought. As volunteers who meet for one two-hour meeting per month, we felt rushed to properly understand the topic, Sherwood's plan and analyze its racial equity impacts.

CORE members and other people of color who were invited to the roundtable felt unwelcome and dismissed. They immediately noted a lack of data justice, but their questions and concerns were disregarded. CORE feels strongly that without data justice, we cannot make data-based decisions on racial equity. This is why we've also submitted a recommendation on how Metro can implement data equity/justice, specifically.

There was little to no connection between the UGB process and Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion and Climate Smart Strategy. CORE members and other volunteers felt as though there was a large and substantial gap between Metro's codified, 106-page commitment to the implementation of racial equity and how we experienced the UGB process, a critical and substantial project that will impact the region for decades. The group's experience of the UGB process largely did not reflect any sort of consistent and intentional dissemination of the tenets of the SPAREDI — in project management, community engagement or involvement or data equity. Metro staff presenting on a subject also did not articulate any sort of incorporation of SPAREDI goals.

In CORE's interactions with the city of Sherwood staff, we were again surprised to observe such little consideration for racial equity, diversity and inclusion. Subject matter experts seemed to think the UGB is purely about land. Yet land has repeatedly been used to kill, abuse, exploit and marginalize Black, Indigenous, Latinx, Asian and Native Hawaiian and Pacific Islander people in our history. As a committee, we have not observed that Metro or Sherwood understands the seriousness of this history and the real threat of repeating it.

Our Recommendations

- Bake racial equity and inclusion criteria into current and future processes from the beginning, using them to guide decision-making, determine key partners and social impact.
- Train and educate every Metro staff member so they understand the historical and ongoing racial equity impacts of their department.
- Evaluate Metro data to ensure data justice.
- Evaluate Metro's methodologies in creating inclusive environments for community engagement and update best practices.
- Invest proper resources and time to allow thoughtful engagement with groups like CORE, while minimizing harm and loss of trust.
- Commit to authentic and accountable community engagement based on trust and relationships.
- Respect and accept community members' lived experience as real expertise.
- Avoid manufactured urgency and tokenization.
- Above all, center human impact. Land use is never just about land.

Conclusion

Councilors, thank you again for the opportunity to speak about a UGB process that stands to impact our region's communities for decades. We hope that our reflections can support you in building a future Metro where racial equity is intentionally centered — rather than an afterthought — in future public decision-making processes. We are available and eager for ongoing conversations in the spirit of continued growth and learning.

CORE Committee Recommendation Form

Date Presented: September 26, 2024

Title of Recommendation:
Recommendation to Enhance Equity in the Urban Growth Boundary (UGB) Process

Submitted by:
CORE Committee Members: Joseph Sullivan, Marcia Perez, Tristan Penn

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Summary of Recommendation:

The CORE committee recommends that Metro leadership implement the following equity-driven actions in the Urban Growth Boundary (UGB) decision-making process. This recommendation is based on extensive feedback from CORE members, who have expressed concerns regarding data equity and inclusive language in UGB-related communications.

Body of Recommendation:

1. **Recommendation 1: Develop a Framework for Data Equity and Justice**
    - **Concern:** The absence of a structured framework for ensuring data equity and justice in the UGB process limits the ability to make informed and fair decisions affecting marginalized communities.
    - **Suggested Action:**
      Metro should commission an expert in data equity to develop a comprehensive framework that addresses how data collection, analysis, and reporting will account for racial and social equity. This framework should guide future UGB decisions and be developed well in advance of the next cycle to ensure thorough implementation.
2. **Recommendation 2: Collaborate More Intentionally with the Metro DEI Department**
    - **Concern:** The language and framing of UGB-related documents and communications are not consistently reviewed through an equity lens, which could alienate or exclude underrepresented communities.
    - **Suggested Action:**
      Metro UGB staff should establish an ongoing collaboration with the DEI Department to ensure that all public-facing materials and internal communications are equity-centered. This includes a formal content review process, where DEI staff provide input at every major milestone.

3. **Recommendation 3: Provide Consistent Professional Development on SPAREDI**
    - **Concern:**
      Staff across departments may lack the necessary training to understand how race and equity principles intersect with their work, particularly in data analytics and large-scale projects like UGB.
    - **Suggested Action:**
      Metro should implement ongoing, practical professional development centered on SPAREDI, showing staff how to apply racial equity principles to their daily work, data analysis, and presentations. The success of the first two recommendations relies on the consistent application of this training.

How does this recommendation address barriers to equity?

Developing a data equity framework and ensuring inclusive language in all UGB-related communications will ensure that the voices of historically marginalized communities are considered and that their concerns are addressed. By embedding equity into these processes and into the minds of those at Metro who work closely with analyzing, interpreting, and making sense of data, Metro will be more effective in creating, recommending, and making informed and inclusive fair urban planning policies.

How does this recommendation improve outcomes for marginalized communities?

By integrating data equity and the expertise of the DEI Department, the UGB process will become more transparent and accessible to communities of color, low-income residents, and other underrepresented groups. It will also demonstrate that their processes are truly more than one-dimensional "racial equity community engagement" practices, but rather, practices that drill down on a data analytics level where there are missing pieces of racial justice. This will help build trust and ensure that growth decisions benefit all communities equitably.

How were marginalized communities engaged in shaping this recommendation?

CORE committee members representing diverse communities have actively participated in the UGB process and provided insights that informed this recommendation. Their feedback reflects a commitment to enhancing the participation of marginalized communities in future UGB processes.

Resources and Data:

- Feedback collected during UGB committee meetings
- Data Justice Lab- https://datajusticelab.org/about/

To: Metro Council

From: Committee on Racial Equity (CORE)

Date: September 25, 2024

The Committee on Racial Equity (CORE) is sharing its recommendations on the proposed Urban Growth Boundary expansion proposal. Our committee of volunteer community members recognizes the importance of the Urban Growth Management Decision. This expansion decision will impact our community's growth for decades to come.

In this decision, we see that our community's future is not measured only in terms of acreage, housing units, and jobs. Our community's future is also marked by how much community members have shaped how they want to see their future.

CORE's recommendations below address both this year's expansion request, as well as considerations for more expansive community engagement in future UGB processes. We've also prepared separate recommendations that address larger concerns regarding the environment Metro facilitated throughout the UGB process — in hopes that the full agency can adopt more inclusive and rigorous standards in the near future.

Ultimately, this package of communications to Metro Council are a result of a uniquely in-depth engagement from CORE. Multiple subgroups committed additional time to attend roundtable meetings and advocate for more meaningful engagement with CORE. We appreciate your attention to our insights and hope that they catalyze change.

CORE's engagement on UGB:

- **March 2023**: Staff presents an overview of the Urban Growth Management Decision
- **Nov 2023:** Staff joins CORE meeting with invitation to join UGB Roundtable.
- **Jan-July 2024:** Two CORE affiliated members participate in monthly UGB Roundtable meetings and report back at each CORE meeting.
- **Jan 2024:** Three CORE members attend a UGB 101 session with staff.
- **Feb 2024:** Staff presents UGB 101 to CORE.
- **April 2024:** CORE holds a committee member only discussion about their role and about their experiences to date. COO joins to listen.
- **June 2024:** CORE prepares for discussion with the City of Sherwood.
- **July 2024:** City of Sherwood joins CORE meeting to share expansion request.

- **August 2024:** CORE drafts recommendations to Council.
- **September 2024:** CORE reviews input from COO, public comment, Youth Cohort. Finalizes recommendations to Council.

Following this substantial time investment from CORE, here are our recommendations on the city of Sherwood's expansion request, as well as for future UGB processes:

Recommendations on current proposal:

- Conduct a community needs assessment with a regular community feedback loop around public amenities and community services, such as parks, healthcare, and transportation needs.
    - Based on the information from these community needs assessments, adopt a continuous improvement approach that includes a community oversight body, to assess response and progress on community needs assessment.
- Conduct community engagement activities in the region's most spoken languages other than English (including Spanish, Vietnamese, Chinese, Russian, Korean, and Arabic) and in Sherwood (including Spanish, Arabic, Vietnamese, Japanese, and Russian) with proactive and culturally specific outreach strategies to under-engaged communities.
- Partner with culturally and linguistically specific organizations within the local community to design a community engagement plan, conduct outreach, and other activities in order to fulfill community needs assessment work described above.
- Develop a housing plan that includes mixed levels of affordability that correspond to regional and state housing goals. Align housing affordability with salaries of projected new jobs.
- Analyze history of communities that have been excluded in Sherwood, including the proposed expansion area. Understand how communities have moved throughout time and the trends and data in community displacement. Create a reparations plan that centers the voices of people from displaced and marginalized communities and shares the economic benefits of the proposed expansion with historically displaced communities.

Recommendations on future UGB processes:

- Require future urban growth expansion applications to include racial equity assessments.

- Metro should adequately support and fund racial equity consultation.
- Require future applicants to convene a compensated and racially diverse community oversight committee to inform decision-making that produces just and equitable outcomes.

Thank you for the opportunity to submit our recommendations and your commitment to racial equity in the Metro region.

Miriam Hanes

From: Eryn Kehe
Sent: Wednesday, September 25, 2024 4:59 PM
To: Miriam Hanes; Molly Cooney-Mesker
Subject: FW: Sherwood West

Eryn Deeming Kehe, AICP | Metro | Urban Policy and Development Manager
My gender pronouns: she her, hers | 503-758-4172

From: Justin Kai <KaiJ@SherwoodOregon.gov>
Sent: Wednesday, September 25, 2024 4:43 PM
To: Lynn Peterson <Lynn.Peterson@oregonmetro.gov>; Ashton Simpson <Ashton.Simpson@oregonmetro.gov>; Mary Nolan <Mary.Nolan@oregonmetro.gov>; gerrit.rosenthal@oregonmetro.gov; Christine Lewis <Christine.Lewis@oregonmetro.gov>; Juan Carlos Gonzalez <JuanCarlos.Gonzalez@oregonmetro.gov>; Duncan Hwang <Duncan.Hwang@oregonmetro.gov>; Eryn Kehe <Eryn.Kehe@oregonmetro.gov>; Catherine Ciarlo <Catherine.Ciarlo@oregonmetro.gov>; Tim Rosener <RosenerT@SherwoodOregon.gov>
Subject: [External sender]Sherwood West

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Chair Peterson and Metro Councilors,

I am writing to you as a member of the Sherwood Planning Commission in support of Sherwood West. When planning for growth, it is important to have community support for the growth and development that is proposed. The Sherwood West Concept Plan obtained that community support through a two-year planning process. We hope that you consider the thoughtful planning that has occurred and delicacy of potential changes to the plan through potential conditions of approval.

Regarding housing choices and affordability, the Sherwood West Concept Plan proposes approximately 3,117 new units or 9.2 units per net acre. A minimum of 43% of new housing units will be missing middle and multi-family housing. **In addition, the City will adopt a Housing Production Strategy by 2027-2028 which addresses how the City will provide housing at all needed income levels citywide. We are looking forward to working with DLCD and Metro on that strategy.**

The Concept Plan also proposes a mixed-employment zone that will cater to traded sector businesses. Sherwood's manufacturing sector is growing twice as fast as the region and we can build on this success.

Thank you for your service on the Metro Council and we look forward to working with you and the Metro staff in coming years to implement Sherwood West.

Thank you,

Justin Kai
Sherwood Planning Commission

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Georgia Langer

From: Niki Munson <NMunson@riversidehome.com>
Sent: Wednesday, September 25, 2024 12:13 PM
To: Legislative Coordinator
Cc: Preston Korst
Subject: [External sender]Urban Growth Management Decision/Sherwood UGB Testimony

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Ms. Madrigal,

As a member of the Home Building Association of Greater Portland, I fully support and agree with the testimony provided to you by Preston Korst, Director of Public Policy and Government Affairs.

Riverside Homes has been doing business in the Portland Metro Region since 1989. We purchase, entitle, and develop land and then we build homes on the land we develop. I have been with Riverside since 2002. We have constructed around 2,000 homes in my time with the company. Never before have we struggled, as we are now, to find land to develop so that we can continue to build homes. It is my opinion, based on my experience, that the biggest factor affecting our regions affordability crisis is the lack of supply of land.

Please support Sherwood's request to expand the UGB so that companies like Riverside, regionally owned private companies, can continue to do business in this state.

Thank you for your consideration of my testimony.

Niki Munson
Land Acquisition and Development Manager
Riverside Homes
15350 SW Sequoia Parkway, Suite 320, Portland, OR 97224
503-645-0986 ext 104 (office) or 971-222-9965 (cell)

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9/25/24

Dear Metro President Peterson and Council,

I am writing to support the City of Sherwood's **Urban Growth Boundary (UGB) expansion proposal**. This year, Sherwood is the only city making this request, and the impact could be significant: **4,000 good-paying jobs**, around **3,000 new homes**, and hundreds of acres of parks and natural areas.

The plan developed by staff, regional stakeholders, and community members is thorough and equitable. We applaud this outcome and strongly encourage Metro to approve the full **1,291 acres** without conditions. Adding conditions could undermine the extensive public outreach and jeopardize critical funding for the project.

Bringing new lands into the UGB requires careful planning and an environment supportive of growth. Sherwood is ready for this, having engaged the community in developing an innovative plan for complete, livable neighborhoods. Conditions proposed in recent discussions could have serious political repercussions and risk hundreds of thousands of dollars in grants. Given the severity of our housing crisis and the opportunities for economic development, the Sherwood West proposal is a prime example of planning that can benefit our region for generations. It will aid in achieving housing production goals while supporting our local economy.

For these reasons, we believe the Sherwood West proposal is a smart plan that deserves the community's support and a unanimous vote from the Council.

Thank you for your consideration.

Eric Peterson
Vice President
Brookfield Properties
Developer of Reed's Crossing, Hillsboro OR

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Wednesday, September 25, 2024 2:03 PM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#267]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Anna Maria Ponzi
Email *	maria@amponzi.com
Address	19675 Southwest Seiffert Road Sherwood, OR 97140 United States

Your testimony

Dear Metro Council:

I'm writing in opposition to the City of Sherwood's westside expansion proposal. I grew up and now live in the Scholls Sherwood area and have watched the impact of the never-ending sprawl coming onto our precious farmland. While open land looks inviting to development, I urge the council to take a greater perspective of the long-lasting effects of these dangerous moves.

Many who do not work the land, like I do, are often disconnected to it and take it for granted. Obviously, development in farmland not only depletes our rare and rich soils forever, but presents tremendous pressure on farmers to do their jobs. Safety is a key concern of mine as I observe daily how slow moving farm equipment must now compete with high-speed commuters on our rural roads. This expansion would only impede the ability of farms and vineyards to operate as we have for centuries. Moreover, this expansion would pave over regionally significant fish, wildlife habitat and vital woodlands.

The region currently has a surplus of vacant warehouses, strip malls, outlet centers, and office space around the region. I am a firm believer in using all available property before paving over farmland that will never return. Food production is not a sure-thing, we have to continue to support it and protect it.

In its current form, the Metro Council would be failing its responsibility to steward the region's vision and achieve its six desired outcomes if it approves the proposed expansion:

1. “People live, work and play in vibrant communities where their everyday needs are easily accessible.

2. Current and future residents benefit from the region's sustained economic competitiveness and prosperity.

3. People have safe and reliable transportation choices that enhance their quality of life.

4. The region is a leader on climate change, on minimizing contributions to global warming.

5. Current and future generations enjoy clean air, clean water and healthy ecosystems.

6. Equity exists relative to the benefits and burdens of growth and change to the region’s communities.”

I encourage the Metro Council to strongly consider the long-term impacts of this decision and oppose the expansion.

Thank you.

Is your testimony related to an item on an upcoming agenda? *	Yes

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Wednesday, September 25, 2024 3:24 PM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#269]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Nancy Ponzi
Email *	nancy@lwdvineyards.com
Address	22230 Jaquith Rd. Newberg, OREG0N 97132 United States
Your testimony	This testimony is submitted in regard to the Metro Council UGB expansion proposal from the city of Sherwood. I'm in strong opposition to the proposal based on the concerns presented by 1,000 Friends of Oregon dated September 9, 2024. Richard Ponzi LAURELWOOD VINEYARDS
Is your testimony related to an item on an upcoming agenda? *	Yes

Commissioner Carmen Rubio
City of Portland

September 25, 2024

President Peterson and Metro Council
Metro
600 NE Grand Avenue
Portland, OR 97232

RE: 2024 Urban Growth Report

President Peterson and Metro Council,

The City of Portland appreciates the opportunity to provide feedback on the Urban Growth Report and the Sherwood West Concept Plan. We recognize that extensive effort went into developing the Concept Plan, including engagement with both current residents and members of the development community, as well as the staff time that went into developing the Urban Growth Report.

We appreciate the Metro COO/Staff's recommendations on the proposed UGB expansion and the focus on desired goals/outcomes as the basis for developing potential conditions. We offer the following suggestions on how to add more specificity, and in some cases strengthen, the recommendations:

Additional recommendations proposed by Metro staff to inform future planning efforts

- Directing Metro staff to identify amendments to Title 11 of the Urban Growth Management Functional Plan to **require equity assessments** and **consultation with tribal governments** when planning for new urban areas.

  Recommendation: In addition to these two important changes, this work should also include requiring assessments related to carbon emissions and climate resilience.

- Directing Metro staff to undertake a planning process to **renew/update the Future Vision and the 2040 Growth Concept**.

  Recommendation: We agree that the time to start this important work is now.

Conditions of approval for UGB expansion

We appreciate the extensive planning effort that has been undertaken by the City of Sherwood to craft the concept plan for this area. We understand the practical need for those planning efforts to focus on local desires, however believe the plan – as proposed – does not adequately consider regional goals.

As such, we have concerns with the decision to expand the UGB to include the Sherwood West urban reserve and encourage Metro Council to ensure that this regional decision addresses regional goals and policies by applying sufficient conditions to ensure that the buildout of the area meets the intended purpose.

As suggested by the COO/Staff's recommendation, we think it would be appropriate for Metro Council to adopt conditions:

- **Housing Target**

  Consistent with past Metro practices, including all four expansion areas in 2018, Metro Council has adopted specific housing targets for UGB expansion areas.

  BPS has previously expressed technical concerns about the underlying UGR. We are concerned that the UGR has a mismatch between the income profile of 2044 households and the housing type mix of future households. The 2044 household forecast has only 20 percent of households with incomes greater than $150,000. Yet, the future housing mix allocates 33 percent to single dwelling detached houses. In today's housing market, a household earning $150,000 per year can only afford a $300,000 home. Given those market realities, there should be more emphasis on middle housing types to match the future household income profile.

  The City of Sherwood has committed to planning for 3,111 units (9.2 units/acre). This target is too low with too much land devoted to single dwelling detached houses on 10,000+ square foot, large lots.

  The City of Sherwood's own analysis shows that a modest increase in the middle housing development rate to 20 percent of single dwelling lots could achieve **a target of 4,100 units** (12.0 units/acre). This target better matches the future household income profile of the region.

  Recommendation: Establish a housing target of 4,100 units for the Sherwood West urban reserve.

- **Housing Affordability**

  We are concerned about the lack of emphasis on creating more affordable housing types in the Concept Plan. We recognize the challenges in providing a significant number of publicly-financed, deeply affordable housing at the edge of the region. However, there are opportunities to facilitate other types of lower-cost housing options. As we shared at the Sept 11 MPAC meeting, we think **a greater emphasis on middle housing types** (which would be achieved through a higher housing target) can create lower cost homeownership opportunities and open up the possibility of partnerships with non-profit organizations to create affordable homeownership that would be appropriate to this area.

  This increased focus on middle housing would also be consistent with the state's draft regional housing forecast that shows the need for an additional 20,000 units that are affordable to middle income (81-120% AMI) households over the next 20 years.

  Recommendation: Ensure that relatively lower-cost, middle housing options are available by incorporating the higher housing target recommended above.

- **Industrial Land Protections**

  The Urban Growth Report found an overall surplus of industrial capacity with a shortage of large lot industrial sites. We think the UGR is overestimating the supply of industrial land and support future efforts to **take a closer look at our industrial land supply** to ensure that it is sufficient to enable regional economic growth and prosperity.

  We support **adding this new industrial area to the UGB for large lot industrial use**.

  We are concerned that the City of Sherwood's regulations for industrial zones are not sufficient to ensure that this area will be used for large lot industrial uses envisioned in the concept plan. Examples of potential inappropriate uses – that do not sufficiently advance our regional employment needs – include country clubs, mini-golf, RV storage, and garden nurseries.

  Recommendation: Designate this area as a Regionally Significant Industrial Area (RSIA) on Metro's Title 4 map, in order to provide a higher level of protection than the Industrial designation. In addition, the update to the Vision and Growth Concept (mentioned above) should include a regional dialogue to evaluate our industrial land supply and ensure that it is sufficient to meet our region's needs.

Thank you again for the opportunity to provide input.

Sincerely,

Carmen Rubio
Commissioner, City of Portland

Testimony
to the MPAC
September 25, 2024
in Opposition to West Sherwood UGB Expansion

Topic: Capacity of Vacant Land inside Sherwood Planning Area for Jobs

For the record my name is Kristie Spurling.

I live in Sherwood, near the proposed UGB expansion area.

I am a supporter of the West of Sherwood Farm Alliance.

The Alliance commissioned an analysis of what could be developed on the vacant land already inside the city of Sherwood plus the land inside the Brookman area and the Tonquin Employment Area that were previously added to the UGB.

We paid the Metro's Data Resource Center to identify vacant lands inside the Sherwood planning area, which include 275 acres of vacant commercial, mixed use, and industrial lands.

Using the *Sherwood West Concept Plan's own employee density numbers*, the vacant employment zoned lands inside Sherwood and the Tonquin Employment Area are sufficient for 5,527 jobs of the type they are projecting in the expansion area.

Using vacant lands would save taxpayers and ratepayers hundreds of millions of dollars in taxes and fees to pay for new infrastructure. Sherwood's projected funding shortfall of $58 to $70 million for new infrastructure would become irrelevant.

It would conserve the Class A and Class I wildlife habitat in and around Chicken Creek and highly productive farm and forestlands.

Please reject the COO's recommendation and direct your staff to prepare an alternative to meet any regional and local needs for additional jobs on vacant land inside Sherwood and the region's UGB,

Thank you for this opportunity to testify.

Draft of Testimony
to the Metro Policy Advisory Committee
September 25, 2024
in Opposition to West Sherwood UGB Expansion

Topic: Justification based on housing need contradicted by the state's, Metro's and Sherwood's own housing need analyses and facts about housing costs.

Committee members, good afternoon.

My name is ROY WILLIVER.

I live [describe general location.]

I am a supporter of the West of Sherwood Farm Alliance.

The Chief Operating Officer has recommended adding 1,291 acres to the UGB based on this lands' supposed contribution to meeting the region's need for affordable housing.

This justification is contradicted by Sherwood's own clearly expressed preferences for expensive market-rate low-density single-family housing.

At the Metro Technical Advisory Committee meeting on August 28 (starting around minute 23) Sherwood's Planning Director, Eric Rutledge, made it very clear that the base density range for their housing forecast was 6.2 homes per acre.

He said the city would reject a condition requiring an average density of 16 units per acre, which would mean, according to him, that one-half of the new housing would be middle housing.

6.2 homes per acre means single-family homes on 5,000 to 6,000 square foot lots.

The homes currently for sale on lots of 5,000 to 7.500 square feet are priced on Zillow at between $535,000 to $800,000. According to Zillow the average home price in Sherwood is $637,000.

Assuming you are willing to pay 30% of your pre-tax income housing you would need a household income of at least $140,000 to afford a $637,000 house. The US Census reported that as of 2022 the median family income in the Portland Vancouver region was a bit less than $90,000.

According to multiple online source average rents in Sherwood are $2,000 to $2,500. Households earning $90,000 or more could afford $2,000 month but not $2,500.

How does the Sherwood West Concept Plan's proposal for low-density single-family housing square up with Sherwood's own 2019 Housing Need Analysis? It doesn't.

This month the Oregon Department of Administrative Services issued its draft statewide Housing Needs Analysis which includes draft goals for the Metro region and Sherwood; 44% of the region's new housing and 56% of Sherwood's must be affordable to households with 80% or less of the median family income.

So where does this leave the one-half of residents of the region with average or below average incomes?

Well, certainly not in Sherwood.

If you are serious about making housing more affordable you must recommend to the Metro Council that it reject the staff recommendation.

Thank you.

377 words: 126 words per minute.

Miriam Hanes

From: Brian Fields <fieldsbriank@gmail.com>
Sent: Tuesday, September 24, 2024 4:02 PM
To: Metro 2040
Cc: Gerritt Rosenthal; Juan Carlos Gonzalez; sherwoodfarmalliance@gmail.com
Subject: [External sender]Brian Fields comments for MPAC September 25 meeting, regarding City of Sherwood request to add Sherwood West to UGB
Attachments: Brian Fields Sherwood UGB expansion Metro 24Jun2024 comments.pdf

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I am submitting these comments for the September 25, 2024 MPAC meeting, Regarding the Sherwood USB expansion request.

Submitted by,
Brian Fields
Secretary, Eastview Road Neighborhood Association

I oppose industrial use in the Sherwood West North subdistrict. The location is inappropriate for industrial use. It is sandwiched between the Tualatin River National Wildlife Refuge to the east and farmland to the north and west. In addition, a significant portion of the area overlays protected Title 13 upland habitat.

Mixed employment was the term emphasized throughout the Sherwood West Concept Plan public outreach. The emphasis on industrial use only really surfaced during the Metro presentations. The Sherwood West North subdistrict mixed employment boundaries were expanded after the Concept Plan's public outreach was concluded. The meetings where the expansion was decided were not open to public participation. Having participated throughout the Sherwood West Concept Plan process I am comfortable saying that the representations by the City representatives, at your June meeting, made excessively sunny representations of Sherwood residents' awareness and approval of industrial siting in this location.

I oppose adding the whole 1200+ acres at this time. The current transportation infrastructure is already overwhelmed. Please do not approve major acreage being brought into the UGB until the City has more practical transportation plans.

The Sherwood West Concept Plan has no concrete plans to improve the regional transportation flow. In fact, the proposals for Elwert Road designate sections as a

“Residential Boulevard”. This design would depreciate Elwert Road’s ability to serve as a regional arterial connector. The only reference to expanding connectivity is reference to “The concept of adding a route to enhance regional north south connectivity will require future Study.” This is a concept of a plan so vague that it obscures the impracticability of developing a major connector over the steep grades which exist west of Elwert Road. I am attaching my July 24 MPAC comments which go into greater detail.

Finally, I request Metro to set concrete conditions on any land which is decided to be brought into the UGB. Setting conditions will help ensure that development will help further local and regional housing affordability, transportation, and environmental goals. Not setting conditions increases the risk of more unaffordable housing, congested roads and compromised riparian zones.

Respectfully,
Brian Fields
Secretary, Eastview Road Neighborhood Association
Sherwood Urban Reserve resident

Sherwood UGB expansion comments,
Brian Fields
Secretary, Eastview Road Neighborhood Association

I urge the Metro Council to scale back the Sherwood West Urban Growth expansion. We do not have the transportation infrastructure to support this growth. In addition, the City of Sherwood has not done any planning, not even "conceptual", to expand the capacity of Elwert Road, the only viable north south connector.

The current plans for Elwert Road are inadequate for the future growth planned.

Elwert road is serving as a regional connector. Even without bringing in additional land in the Sherwood West Urban Reserve we can expect the traffic flow to increase. With the addition of large amounts of new housing the burden on the existing road will only increase. How has Sherwood planned for increased capacity? They have not.

The Sherwood West concept plan shows the vision that Elwert road remain one lane in either direction with the addition of turn lanes. The city has repeatedly said that their vision of Elwert is that of a neighborhood street. This flies in the face of the current reality of an already overburdened regional connector, let alone showing any sense of planning for the future to accommodate a greatly increased local population. The only mention in the Sherwood West concept plan of planning for future connectivity is vague mentions of conceptional connectors. You can reference the "Transportation and Infrastructure" Section on page 101 of part 1 of the Sherwood UGB expansion proposal.

"North-South Connectivity – The concept of adding a route to enhance regional north-south connectivity will require future study. Additional feasibility and cost analysis will be

necessary. This should be considered as a long-term strategy, rather than an essential component of early stage transportation planning in Sherwood West."

But the truth is that the Sherwood West topography is not going to allow any new north south connectors. During the public outreach portion of the Sherwood West concept plan much feedback was provided to the city outlining specific complications for a north south connector west of Elwert Road. The City's own traffic modelling demonstrated that regional traffic could not be diverted from Elwert Road to any significant degree. The land is riddled with steep slopes and is bisected by Chicken Creek. In addition, the border of Sherwood West veers sharply east when you go north of Edy Road. If this hypothetical connector were built, as it moved north it would run into Rural Reserve land. Due to this a connection to Scholl's Sherwood Road to the north could not be completed. This means any road that was built would have to feed back onto Edy and Elwert, the existing transportation corridor.

There really is no choice but to improve the existing transportation corridor, but the City of Sherwood's West Concept plan does the opposite. Sherwood is proposing to move portions Elwert Road off it's current north south alignment and meander to the west, pass through two round-abouts, incur a new Chicken Creek crossing and then meander back to the Elwert Road current alignment in the north.

We have examples in the nearby region of what successful road planning would look like. The massive development to the north of Sherwood West, on Roy Rogers Road, has been accompanied by expansion of that road to 4 lanes. If you want to see aesthetically pleasing road expansion, we need only look to the improvements Lake Oswego has done on Boones Ferry Road. The road was both

improved to 4 lanes with a turn lane, but also includes attractive landscaped dividers and sidewalks. This is much like Sherwood has proposed, but with a critical difference, Lake Oswego recognized the need to increase capacity while making attractiveness an important part of their road design. Both can be done.

To be clear my point is not that Sherwood has not already solved the capacity problem prior to asking for an Urban Growth Boundary expansion. The problem is that Sherwood is not even planning for increased capacity. In fact, their public statements during the West Concept Plan outreach process indicated they want to discourage regional traffic and keep Elwert as a neighborhood street. See the description on page 227 of the submittal, in the Section title "SW Elwert Road Design Concept". Make note that the designation for much of Elwert Road is "Residential Boulevard". The is much risk if Sherwood doubles down on this approach that near term development will forestall any future capacity improvements on Elwert Road.

Their proposal to bring in the entire Sherwood West Urban reserve should be scaled way back until the City actual provides realistic transportation planning. Bringing the entire 1200 acres of Sherwood West now into the UGB is only going to compound a local a regional transportation quagmire which already exists. Sherwood needs to confront the reality that topography and the Urban Reserve boundaries themselves prevent any alternate north south connector. I encourage Meto to not approve Sherwood's ask to bring in the entire Sherwood West Urban Growth Reserve into the Urban Growth boundary.

Brian Fields
Resident of Sherwood West

REVITALIZE PORTLAND COALITION
A real estate collective creating a better city to live and work

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PORTLAND
COALITION

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September 24, 2024

Lynn Peterson, Chair
Members of the Metro Council
Metro
600 NE Grand Ave.
Portland, OR 97232

Dear Chair Peterson and Members of the Metro Council:

Thank you for the opportunity to address the Metro Council and the recommendations of the Chief Operating Office and Metro Staff. I chair the Economy and Housing Committee of the Revitalize Portland Coalition, which is a coalition of industry associations and firms in commercial and residential real estate. That is, we represent real estate developers, brokers, property managers, investors, architects, and construction firms. I'm also a professor emeritus in the Business School at Portland State University, having founded the PSU Center for Real Estate.

I will mostly comment on the housing market assumptions in the report. On the employment side, the lack of land is most acute for the industrial real estate community. Given the shift to online retailing, we have a strong need for industrial warehouses, which require flat land and proximity to Interstate 5. The current land shortage in Metro's UGB is steering industrial developers to Woodburn, Ridgefield, and other non-Metro communities.

Housing Market

RPC endorses the view of the Metro staff report on August 22, 2024, that "[T]he greater Portland region is facing a housing shortage crisis." (Metro, August 26, 2024, p.1) This housing crisis reflects both long-term chronic problems and recently implemented barriers to housing production. We are concerned that Metro staff isn't addressing this crisis very effectively.

The long-term problem is that this region is suffering from a "starvation land diet" that has been imposed by Metro decision-makers over the last 40+ years. Since 1970, the MSA regional population has grown by roughly 80%. By contrast, the urban growth boundary has been expanded by only 15%, with half that acreage coming in the ineffectual Damascus expansion in 2002.

The impact of the land constraint has been slowly developing, but inexorable. Population growth in the 1980's was sluggish, as subdivision developers were able to work with existing vacant land inside the

loosely set urban growth boundary. The boundary steered development in certain directions, but land buyers had options.

By the early 1990's, development activity and housing prices picked up, and landowners acquired more of a monopoly position on supply. Developers had to add additional infrastructure costs to development (eg, terracing) and adopt more expensive medium and high-density development models.

In response to rising home prices, developers learned to build 2-story housing and have smaller backyards. Properties along the existing urban growth boundary became the location for numerous master-planned communities, such as Forest Heights, Bethany, Villebois, and other communities. Multi-family developers found new opportunities, either along arterial streets, or within master-planned communities mentioned above.

Over time, however, these development opportunities have closed off. The 1979 UGB was initially a loose binding constraint, that steered development away from some places towards other places. By the 1990's, the scarcity of land put economic power in the hands of landowners, who were able to impose costs on the development community and, ultimately, homebuyers and tenants.

Moreover, many of the higher density development models end up costing more on a per square foot basis. Home buyers and renters typically experience cost savings in the move from 1-story to 2-story construction. However, 5-story construction, which is now common in close in Portland and close-in Beaverton, generally requires 50% higher rents. True high-rise construction beyond that 5-story limit generally requires an additional 50% boost in rents.

These additional housing costs are justified when the neighborhood offers a high level of amenities, attracting high-income households. However, when higher cost, high-density construction becomes the marginal housing units being supplied by the market, that pushes up housing prices and rents across the entire region.

These land-diet policies have slowed down economic and population growth, as the COO and staff document in their report. To some eyes, this slowdown in growth is exactly what the region wants. However, Oregon lies next to California, a large population state that is shedding population due to its own housing cost problems. Nearby states such as Washington, Oregon, Nevada, Arizona, and Colorado should be experiencing faster than normal population growth.

Unfortunately, our urban growth boundary has not been able to keep pace with the demand to live in the Portland metropolitan area, as shown in the table below. Housing production has consistently fallen from the 1990's to the 2000's to the 2010's. Not only do we suffer from the 25,000-housing unit deficit from the Great Recession (2008-2011), but we continue to underperform in terms of housing production in "normal" years. In the last decade, the 3-county region produced 16% fewer housing units per year than it did during the 1990's.

Annual Building Permits, 1990-present

	Multnomah	Washington	Clackamas	Clark	4-County Total	3-County Total
1990-1999	3,154	5,031	2,697	3,973	14,855	10,882
2000-2007	3,872	4,118	2,205	3,483	13,678	10,195

2008-2011	1,684	1,405	854	995	4,939	3,943
2012-2023	4,458	2,946	1,778	3,635	12,817	9,182
1990's-now	+41%	-41%	-34%	-9%	-14%	-16%

One of the surprising results of this tabulation is the growing importance of Multnomah County in the housing production of the region, whether seen as a 3-county region or a 4-county region. That increase comes entirely from multi-family construction, particularly 5-story construction in the City of Portland. Single-family construction in Multnomah County is down by 43% in the last decade vs. the 1990's. Multifamily construction in Multnomah County is up 127% over the same period. However, those increases in apartment units in Portland don't make up for the loss of single-family construction in the region. As noted earlier, the popular 5-story construction model is both smaller in square footage (accommodating few residents) and more expensive on a square foot basis, as discussed above. Moreover, as Appendix 3 notes, the number of people who work in their own home has increased from 11% to 21% of the workforce, increasing the demand for larger housing units.

In its July 9, 2024, Draft Urban Growth Report, Metro staff uses 5 pages to discount the potential for urban growth boundary expansions to provide significant amounts of housing, Using the example of the 1998 Happy Valley expansion, they found that 660 acres of land added to the UGB resulted in 6,200 homes being permitted (p. 11). In the 2002 Bethany expansion, staff found that 716 acres of UGB expansion has resulted in 573 homes built, with a total of 5,000 housing units planned. In both cases, they found the majority of housing units built were single-family units (58% and 68%), which is what you would expect for housing developed on the metropolitan fringe. They found similar racial and ethnic characteristics of residents in the expansion areas, and they found discounts of townhouse prices relative to single-family home prices, which is what you expect from having shared walls and smaller square footage.

The conclusion of Metro staff from these comparisons is that UGB expansions are a tough way to provide new housing and that three other regions (Austin, Denver, and Atlanta) had similar cost increases despite not having an urban growth boundary.

One result that Metro staff could have noticed is that development takes a huge amount of time. Happy Valley's build out of its 1998 expansion took as much as 36 years, and in Bethany, only 12% of the planned housing units have been developed after 24 years. These long time periods suggest that development is complicated, particularly when new development is expected to pay for costly upgrades to existing public services, and local and regional governments decline to pay for needed infrastructure improvements.

Cities are reluctant to sponsor expansions because whatever benefits the local community receives from new housing supply in terms of moderated prices and rents are shared among all the cities in the region. It's not as if Happy Valley or Bethany see reduced housing costs and nearby communities do not. The natural market for housing is metropolitan in scope, therefore we need regional subsidies for infrastructure to help make housing development actually happen.

Notice that, Metro staff have delivered a recommended housing and employment need that almost exactly matches the numbers that the City of Sherwood would provide, suggesting that the required conclusion directed the analysis. Instead, staff should recognize that the fact of only one jurisdiction pursuing an expansion suggests that more incentives are needed to get cities to plan for new expansions.

The decision by Metro staff to compare Portland's housing market to those of Austin, Denver, and Atlanta, equally misses the point of that data. These are much larger metropolitan areas than Portland and all three have faster population growth, and yet two out of three have lower housing prices

Portland Housing Market Comparison

	MSA Population	2010-19 Pop. Growth	2021 Median SF Price	2023 Median SF Price
Denver	3.01m	+16.7%	$607,100	$661,000
Portland	2.51m	+4.7%	$536,400	$584,000
Austin	2.47m	+29.8%	$488,600	$481,200
Atlanta	6.31m	+13.9%	$317.200	$374,000

In their report, Metro staff claim that "Austin, Denver, and Atlanta have similar housing prices to greater Portland, which could indicate that the UGB does not have significant impact on affordability in greater Portland." This is propaganda.

On closer examination, housing costs in two of these three regions are much lower (Austin and Atlanta). Austin is coping with very fast population growth without any increase in home prices. And Atlanta is a much larger metropolitan area in terms of population, which is normally an indicator of high prices, and yet has prices that are much lower. Home prices in Denver are higher than the Portland area, but that can be explained by its faster growth and higher population base.

A more appropriate metric for assessing the impact of Portland's UGB would be to look at land prices on either side of the urban growth boundary. In many places in the region, land inside the UGB sells for 20 times the value of land outside of the boundary. Metro staff pay homage to the intent of the land use planning system that protects agriculture and natural areas, but that sentiment leaves out the question of housing costs and whether the trade-off is a good one.

Projected Population Growth

In the July 9, 2024, Draft Urban Growth Report, Metro staff make projections about the amount of population growth that the region would experience in the next 20 years. Metro is required to include sufficient land inside the UGB to handle 20 years' worth of population and employment growth.

On pages 18-19 of the report, Metro displays the current population of the region, 2.51 million and three possible endpoints in 2044, 3.28 million, 2.90 million, and 2.52 million. Those outcomes are labeled the high, baseline, and low growth scenarios. While having three scenarios seems reasonable, those three growth rates analogous to the 2010-2019 growth rates in Sacramento, California; Louisville, Kentucky; and Buffalo, New York.

Portland Metro Population Growth vs. Other Metro Areas
9-year growth projection for Portland
2010-19 for other Metro areas

Portland Projected	High	+10.2%
Portland Projected	Median	+5.3%
Portland Projected	Low	-0.1%

Portland Actual	1990-2000	26.5%
Portland Actual	2000-2010	15.5%
Portland Actual	2010-2019	4.7%
Austin	2010-2019	+29.8%
Denver	2010-2019	+16.7%
Atlanta	2010-2019	+13.9%
Sacramento	2010-2019	+10.0%
Louisville	2010-2019	+5.2%
Buffalo	2010-2019	-0.7%

Notice that Metro staff have adopted population growth scenarios for the next 20 years that are far below the Portland area's growth rate in 1990-2000 and 2000-2010 and far below the three metropolitan areas that were identified to be good comparisons on page 15 in the report (Austin, Denver, and Atlanta). The baseline population projection by Metro staff is effectively that of a slow-growing, older rustbelt city, Louisville, Kentucky. Using such a moribund local economy as a model is a recipe for slow growth.

Moreover, the inclusion of a modest growth rate scenario like the +10.2%, which is like that of Sacramento, California in the last decade, is discounted later in the report. On page 34, Metro staff adopt the language of "high, baseline, and low," but the high and low numbers only refer to housing capacity inside the UGB, plus or minus 20%. Had staff chosen to treat a Sacramento-level of population growth as feasible, that would have required 327,000 new housing units. In Metro staff's "high scenario", the housing unit need falls to 244,200 (p. 34).

On balance, these projections suggest a risky path for Metro. A modestly high growth rate scenario, like Sacramento in the 2010-2019 decade, would be completed unsupported by our current urban growth boundary. In addition, Metro staff has washed away any problems with its modified high-growth scenario by assuming widespread adoption of middle housing and higher density multi-family housing.

Middle Housing Assumption

On page 40 of their report, Metro staff finds that 10% of the housing in 2013-2022 were middle housing and 57% was multi-family, for a total of 67%. Yet Census reports of building permits for the same period show only 60%. Staff should explain this inconsistency. Staff then make projections that middle housing will grow to 21% of the market with little evidence.

These projections are contradicted by data from Multnomah County, which has experienced the longest exposure to the "end of single-family zoning", as represented by the City of Portland's Residential Infill Project. To demonstrate this, we've constructed a table of the number of housing units permitted in Multnomah County that are either single-family, 2, 3, or 4-unit developments. Hence, this won't include large cottage clusters, but it shows all the duplex, tri-plex, and quad developments in the County. Granny flats are mixed in with all the other single-family units.

Multnomah County Middle Housing Production
Housing Units Built in 1–4-unit developments

	Single-Family	2-4 Units		Single-Family	2-4 Units
2010	1,420	45	2017	1,567	266

2011	1,688	63	2018	790	270
2012	1,718	55	2019	519	242
2013	1,582	101	2020	521	71
2014	1,567	106	2021	502	103
2015	1,659	157	2022	721	55
2016	1,756	198	2023	851	89

A reasonable interpretation of this data is that the City of Portland's Residential Infill Project (2020) has had minimal effects on the development of middle housing. Part of this may be the early adopters of granny flats and duplexes developed their units before the law passed and not many others have chosen the same path. Installing a duplex on your property requires a unique property and a unique type of owner. The supply of both is limited and might better be modeled as a depletable reserve.

Moreover, the optimism about expansion of middle housing to the rest of the region will face other limits. Cities have been busy developing codes for flexible housing development across their jurisdiction. Presumably, the demand for these units will be greatest in high-income suburban neighborhoods where lots are larger, and amenities are greatest. Yet many of those same neighborhoods are governed by private zoning rules that prevent building a second housing unit, subdividing a property, much less tearing down a structure to build apartments. Assuming this type of housing will comprise 21% of the market across the Metro area is wishful thinking. (see p. 40). No one at the state or local level is negotiating with neighborhood associations to loosen these rules.

Again, we are not arguing that this change in state and local zoning policy was a mistake. We need to have a flexible zoning policy that allows for neighborhoods to convert from exclusively single-family to a mix of housing types. However, we shouldn't assume that this transition is easy. Moreover, we should recognize that creating master planned communities like Villebois and River Terrace that integrate middle housing into neighborhoods that are otherwise single family is much easier to do with new greenfield communities. It's easier to resist NIMBY-ism before the single-family residents have arrived.

Other Barriers to Housing Development

Excessive housing development regulation is a national problem largely created at a local government level. In Oregon, we often make comparisons to traditional single-family zoning in California and elsewhere and pride ourselves on initiatives like the Metropolitan Housing Rule, the 2040 Growth Concept, the Residential Infill Project, and other initiatives to prove that we have avoided the California disease. Californians may hate density, but we favor dense development to protect our forests and farmland.

Yet as we demonstrate above, high density comes at a cost in terms of rents and prices at a per square foot level. The most expensive rooms in a housing unit – the kitchen and the bathroom – comprise a greater percentage of apartment square footage than it does in a single-family house. And high-density construction like the 5-story apartment requires an expensive concrete podium. True high-rise development requires expensive steel and concrete construction. Some of this can be mitigated with mass timber construction, but the costs remain higher.

Homeowners and renters can mitigate the high cost of housing by living in smaller units, raising their children in bunk beds, and using living rooms as bedrooms or home offices, but these are adaptations, not desired outcomes.

Our goal should be to build as many housing units as possible and ensure that these units are spacious, high amenity units. Put differently, Oregon receives about 45,000 migrants each year from California, many of whom come with considerable equity. We should strive to produce sufficient housing production to soak the demand of these in-migrants. The alternative is that they will move into existing housing and bid up prices in those neighborhoods.

As part of this policy, we need to remove regulations on rents in new apartment buildings. Since the legislature permitted inclusionary zoning in 2019, Portland and other cities have adopted this regulation. These policies require apartment developers to make a portion of their apartments (sometimes 5% or 10%) rent at below-market rates. In effect, the lost income will need to be paid by higher rents for market rate development.

This policy is problematic on several levels. First, most low-income households rent an apartment at market rates, with a small minority receiving a subsidized unit or a rent voucher. Second, new housing units tend to be more expensive than existing housing. To give one example, the Portland Housing Bond funded projects with an average cost of $446,000 per apartment. By comparison, a sample of sales of existing apartments in the city had an average price of $181,000. By focusing on new construction rather than vouchers, we raise the cost of rent assistance. Finally, by placing a development tax on new construction in the form of inclusionary zoning, we have reduced housing supply and raised rents for most low-income households who do not have a subsidy. Hence, this policy is inequitable, inefficient, and counter-productive.

We need greater oversight by Metro on the policies of local governments, particularly the City of Portland, that drive up housing costs. A recent Johnson Economics study found that the City of Portland required an average of 413 days to process permits, much slower than the City of Beaverton (275 days) and the City of Hillsboro (204 days). To reduce that number, the City needs to place its development review staff in the city's general fund, rather than using permit fees as a funding mechanism. Besides allowing fees to be lower, using general funds will ensure that there's a consistent workforce for development review, rather than a lot of firing during a downturn. To give another example, the City of Portland doubled the geographic scope of Design Review, which adds 3-6 months to a development timeline for minimal costs. And the City applies its Seismic Code to conversions of office buildings to apartments, even though many existing apartments of similar vintage are grandfathered.

In effect, we believe that Metro staff should become the overseers of municipal regulation of housing development in the region.

RPC's Recommended Land Use Policy

We believe that the goal of the Metro Council should be to reverse the trends towards ever-rising housing costs. We need Metro to become a "Yes in My Back Yard" advocate, rather than succumb to the NIMBY impulses of Metro staff and some of your constituents.

Towards that end, Metro should place its urban reserves inside the Urban Growth Boundary, provide funding for nearby jurisdictions to conduct the comprehensive planning, and remove Metro's veto on landowners and developments from planning new exurban residential development. The goal should be to release a large amount of land at once to create an urgency among property owners in the land market and to soak up the demand of migrants from California and high-income home buyers.

Below is a list of Metro's urban reserves and their acreage.

Metro's Urban Reserves

Cluster	No.	Name	Likely Jurisdiction	Acres
East Metro	1c	Gresham East	Gresham	857
	1d	Boring	Gresham…?	2,716
	1f	Boring-Highway 26.	Gresham…?	680
	2a	Damascus South	Happy Valley…?	1,223
Northwest	8c	Bethany West	Beaverton…?	72
	2	West Union	Hillsboro…?	440
	3	Bendemeer	Hillsboro…?	577
	4	Hillsboro South	Hillsboro	940
	7b	David Hill	Forest Grove	328
Oregon City	1	Holly Lane-Newell Creek	Oregon City	700
	2	Beaver Creek Bluffs	Oregon City	124
	3	Maplelane	Oregon City	573
	4	Henrici Road	Oregon City	360
	5	Holcomb	Oregon City	380
Sherwood	5b	Sherwood West	Sherwood	1,291
	5f	Tonquin Road	Sherwood	600
	5d	Brookman Road	Sherwood	447
	5a	Sherwood North	Sherwood	123
Stafford	4a, 4b	Borland	Tualatin	1,354
	4c	Stafford	Lake Oswego/West Linn	3,198
Wilsonville	4e	I-5 East	Wilsonville	848
	4f	Elligsen Road North	Wilsonville	633
	4g	Elligsen Road South	Wilsonville	256
	5g	Grahams Ferry	Wilsonville	63
TOTAL				18,783

These 18,783 acres would amount to a 7.2% increase in the Portland Metro Urban Growth Boundary. That level of expansion would represent something similar to the 17,756-acre expansion in 2002 in Damascus but would be more effective in that most reserves are proximate to an existing city. In some cases, critical infrastructure needs to be provided to make the land more accessible (eg, bridge, sewer connection). Having Metro develop funds to pay for those critical infrastructure investments would be helpful, as cities only experience a small amount of the benefit from lower housing prices. Since housing markets are regional, infrastructure support should be regional.

To understand the impact, Appendix 2 of the Draft Urban Growth Report gives estimates of the amount of housing that will be produced (or is planned) for areas recently added to the UGB.

Metro's New Communities

City	Name	Acres	Housing Production
Beaverton	Cooper Mountain	1,232	5,300

Tigard	River Terrace 2.0	500	4,541
Sherwood	Sherwood West	1,291	4,500
King City	Kingston Terrace	528	3,576
Wilsonville	Frog Pond	495	2,016
Hillsboro	Reed's Crossing	463	1,700
Hillsboro	Witch Hazel Village	150	1,068
Wilsonville	Clermont	27	89
TOTAL		4,686	22,790

In reviewing the list of urban reserves, some of them are less likely to develop than others. For example, several of the East Metro urban reserves are far removed from a neighboring jurisdiction and would require a major highway to become accessible. That would allow Metro to investigate whether there is a land swap for similar acreage in the Tualatin Valley, where there is good demand and flat terrain. That would allow Metro to substitute something better than the hard-to-develop parcels in Multnomah or Clackamas County.

Sincerely,



Dr. Gerard C.S. Mildner
Revitalize Portland Coalition

President Peterson and Metro Council
Metro
600 NE Grand Avenue
Portland OR 97232

September 24, 2024

Dear President Peterson and Metro Councilors,

Westside Economic Alliance thanks you for this opportunity to share this testimony. We urge Metro Council to adopt a high-growth projection for population, housing and all employment lands. We also encourage Metro Council to support the City of Sherwood's expansion request.

Westside Economic Alliance is in our 26th year of working to create a vibrant and accessible economy for our region. We represent business, public-sector partners and non-profit organizations. It is this blending of perspectives that allows us to focus on issues like the Growth Management decision with a well-considered approach. We believe that we can both lean into economic opportunity and continue to create a region, and a state, where livability is centered. We support our businesses as they seek to grow regional prosperity through workforce training, expansion, and economic opportunity.

As noted in our previous testimony to COO Madrigal, it's important that we begin with the population estimates on which so much of this report rests. The early conclusion of the draft report is that regional growth is slowing because Oregon's birth rates are among the nation's lowest. Given this, the report correctly concludes that net in-migration will be the primary driver of regional population growth. The report goes on to state, "Slowing population growth also means slower job growth."

What the report fails to state clearly is that <u>if net in-migration will be the primary source of regional population growth then our region's, and our state's, housing and economic future will be overly dependent on well-thought policy decisions that encourage growth</u>.

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Mayor Heidi Lueb
City of Tigard

Mayor Frank Bubenik
City of Tualatin

Westside Economic Alliance continues to encourage the Metro Council, to adopt high growth population forecasts for our region. It is far better to plan for growth and not see it realized than it is to plan for decline adding pressure that could result in economic stagnation or another housing crisis. Adopting the high-growth population forecast will give Metro and the local jurisdictions more flexibility to meet our communities' needs and should be viewed as a prudent public policy decision.

EMPLOYMENT LANDS

According to the Urban Growth Report, Metro staff have forecasted a surplus of Industrial land supply with a current capacity of 5,950 acres and a 20-year projection of a surplus of between 450 and 7,450 acres. However, the report also highlights some of the realities on the ground that act as major detractors to the current capacity estimate: in particular slope and lot size.

Over the course of the Urban Growth Report roundtable, we heard from developers that Oregon Revised Statute applies the definition for "buildable land" for residential construction to commercial and industrial land. As such, we learned that slopes of up to 25% are considered legally "buildable" for the purposes of all employment land, yet commercial and industrial developers say they will not consider land buildable with more than a 7% slope grade. When challenged on this, staff identified 1,300 acres with a slope greater than 10% that were counted within the buildable land inventory.

We are pleased that COO Madrigal recommended this amended slope. It confounds us why it took until 2024 to address this issue and ask Metro Council to direct staff to meet directly with industrial developers to identify other areas where staff assessment of available and buildable land do not align with the realities of effective and safe industrial development.

An additional concern with the gross figure of 6,000 acres of 'surplus' industrial land is lot size. According to the Urban Growth Report the average lot size is 3.8 acres with a median lot size of 1.7 acres. Given the overabundance of small sites and the fact that the current vacancy rate for industrial land is below 5 percent across the region, the reality is that the vast majority of this acreage could not be used to serve the industrial market.

We recommend that Metro Council direct staff to work with industrial developers and others to identify a minimum lot size that is realistic for effective industrial development. Any lots below that lot size should be removed from the overall land supply calculation.

INDUSTRIAL LAND AVAILABILITY AND SB4 LAND

As mentioned in the draft Urban Growth Report, the data and analysis of industrial land supply is not the only information that the Council may consider when determining whether there is a need to expand the Urban Growth Boundary. They may also consider whether there is a regional need for industrial sites with specific site characteristics such as larger sized sites.

The Oregon Semiconductor Task Force recommended that in order to be competitive over the next 5-10 growth cycle, the state needed to identify the following development ready sites:

- Two (2) sites of 500+ acres for advanced R&D or production fabrication operations
- Four (4) sites of 50-100 acres for device manufacturers or equipment manufacturers
- Eight (8) sites of 15-35 acres for key suppliers to the ecosystem

And while this site list is a statewide recommendation, we know that industries will often create clusters. Indeed, in EcoNW's report (Appendix 9) they note:

> The semiconductor boom in the 1990s was precipitated by the state having 2000 acres of industrial land, which led to billions of dollars of investment and doubling the industrial employee count.
>
> To prepare for the next influx of semiconductor activity, the region will need to have a supply of industrial land to support business growth and expansion. The Semiconductor Task Force's Industrial Lands Subcommittee found that the key site characteristics that the semiconductor prefers is a location near other semiconductor businesses and labor, parcels of at least 25 acres, and sites that have infrastructure in place to support development that can begin within 6 months to three years. The subcommittee identified a lack of land that met these criteria.

And, as noted on pages 55-56 of the Urban Growth Report:

> [T]he Metro Council established the following policy in the Regional Framework Plan:
>
> '1.4.6 Consistent with policies promoting a compact urban form, ensure that the region maintains a sufficient supply of tracts 50 acres and larger to meet demand by traded-sector industries for large sites and protect those sites from conversion to non-industrial uses.'
>
> Since the 2017 update of the Regional Industrial Site Readiness inventory of large industrial sites, 15 large industrial sites have developed. Six of the sites that developed are over 50 acres in size. There are ten remaining sites over 50 acres inside the UGB. Of those, two sites have marine or airport use restrictions, leaving eight sites over 50 buildable acres inside the UGB that are available to the general industrial market.

And so, the Semiconductor Task Force, the EcoNW Report and Metro's own policy recommends additional land of at least 25 acres with a push to identify 'sufficient supply of tracts 50 acres or larger' to meet the industrial needs of the region. And yet the overwhelming majority of vacant industrial land is LESS THAN 25 acres. There is an imbalance in acreage lot size availability and without a recommendation to discount acreage too small for real industrial development, Metro Council could stagnate the region's ability to leverage generational federal and state investment potential.

Given the Governor's recent decision to move forward with a supersiting effort, and given the information provided by the Semiconductor Task Force, EcoNW's report and Metro, we urge the Council to consider the 373 acres as an additive, rather than as a replacement for, an Employment Land expansion in the Growth Management Decision.

We urge Metro to consider the generational investments that may be lost should the Governor provide the extraordinary opportunity of a regional supersite for semiconductors but the region is unable to support that work due to a lack of available mid-size lots needed for a healthy cluster. We emphasize again that the Governor's authority under Senate Bill 4 is a separate and altogether different consideration for Metro Council as regards the City of Sherwood's expansion request.

CITY OF SHERWOOD EXPANSION PROPOSAL

We enthusiastically and without reservation support the City of Sherwood's request for expansion. While Metro may want to make recommendations or provide incentives to encourage certain kinds of growth, we trust the rigorous public engagement process that Sherwood has already conducted and trust that they will continue to engage their community to understand how to grow reasonably and responsibly.

As the Council considers your recommendation to staff, we urge you to keep in mind the diversity of communities across our region. WEA represents two counties, 15 cities and multiple special districts, most of whom have their own elected leadership who are on the ground, day in and day out, meeting the needs of their communities.

We encourage Metro to continue to engage in the process guided by the City of Sherwood and their residents, allowing local jurisdictions to grow in a way that best reflects the community they are working with their residents to create.

CLOSING

Westside Economic Alliance on behalf of our members, ask **Metro Council to lean into a Growth Management Decision that is aspirational**. Throughout the region we are hearing alarm bells going off that our growth in the coming decades will be reliant on in-migration.

- In-migration can be super charged through smart policy choices.
- Job growth can be ramped up through smart policy choices.
- Land readiness can be increased through smart policy choices and investments.

Adopting a high growth population scenario is the first step to unlocking the potential for smart regional policy and investments that will help our region's employers and local jurisdictions realize economic growth and prosperity.

Thank you for your time and commitment to the growth of our region.

Sincerely,

Elizabeth Mazzara Myers, Executive Director

Cc:
Ashton.Simpson@oregonmetro.gov
Christine.Lewis@oregonmetro.gov
Duncan.Hwang@oregonmetro.gov
Gerritt.Rosenthal@oregonmetro.gov
JuanCarlos.Gonzalez@oregonmetro.gov
Mary.Nolan@oregonmetro.gov

To: the Metro Council
From: Stu Peterson SIOR

I am a commercial real estate broker of 42 years experience, specializing in Industrial properties in the SW metro area. I have been involved in transactions with most of the large employers in that area. Never have I seen such a dearth of Industrial land available for growing businesses to expand into. As of this date there is literally only a single industrial site for sale that is ready to build of more than 5 acres. Further, in a normal year of industrial absorption of space, current inventories underway or permitted, would only be enough for 18 months' supply. Many of the SW regions manufacturers are expanding due to onshoring of many critical components of Semiconductor and other sensitive industries and land to accommodate these requirements is in critical short supply.

The Sherwood West industrial land included in the application for Metro's consideration as expansion, is of the utmost importance. Sherwood is a city that welcomes business and has long not had enough industrial zoned land to develop. The city has great demographics and is an ideal city for the regions employers to expand into. The future supply of Industrial zoned land is an overlooked factor in land use planning, that has long paid disproportionate attention to housing, and not enough to the employment land that supports all facets of a community and its development.

Best Regards

Stu Peterson SIOR

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Monday, September 23, 2024 9:56 AM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#263]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Dan Hoyt
Email *	hoyt100@gmail.com
Address	Portland
Your testimony	Here are my questions: How will this expansion reduce burning fossil fuel? How will adding houses in exurbia reduce congestion? How will adding less than 1% to the housing stock of the region make any difference in prices? We know suburbanization has poor outcomes and the market for homes close in neighborhoods is strong, why not redevelop giant surface parking close in?
Is your testimony related to an item on an upcoming agenda? *	Yes

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Monday, September 23, 2024 10:50 AM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#264]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Wesley Ward
Email *	wesleytward@comcast.net
Address	4315 SE 16th Ave Portland, OR 97202 United States

Your testimony

RE: Sherwood UBG expansion

Based upon the uncertainty of economic and population trends as documented by Metro, I urge Metro Council not to approve the expansion of Sherwood's UBG to accommodate potential housing and industrial growth. More attention should be given first to making better use of existing industrial land in Portland and other cities. I would suggest postponing decisions on UBG expansion until economic and population trends become clearer or tlaking an incremental approach rather than approving the full expansion proposed by Sherwood. Regarding expansion for housing, I would also suggest an incremental approach that requires a mix of housing types to create optimum density rather than allowing the "market" to dictate the housing mix. It appears that there are many ways to increase housing capacity within the Metro area, but there are very few if any ways to replace lost farmland. Metro should encourage the Land Use and Development Commission to close loopholes in exclusive farmland and forestland zoning.

Is your testimony related to an item on an	Yes

upcoming

agenda? *

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Sunday, September 22, 2024 11:29 AM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#260]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Dennis Christen
Email *	art827@msn.com
Address	18201 SW Edy Road Sherwood, OR 97140 United States

Your testimony

Hello METRO Council Members,

My name is Dennis Christen, Trustee and owner, with my brothers, of my parents property at 18201 SW Edy Road in Sherwood. My parents Louis and Bertha are both deceased as of years ago.

This is a small farm, just under 10 acres that my parents bought back in the 60's. It sits within the Sherwood West boundary.

Currently I rent the farmable acreage to the Harvey Brothers, local farmers and they grow and harvest a different crop each year. Currently the field is planted in wheat. Last year it was clover and oats the year before that. The Trust receives $500.00 a year from the Harvey's in rent money, nothing off the crops. The Harvey brothers do a very nice job with the field and their crops always make the field look nice, my father worked with them years ago. So we, the Christen family are not really farmers, we just own the land. This farm sits on very flat land, rare for Sherwood West and has housing developments to the south and east. Thus ideal land for future housing development.

I am writing in support of METRO including Sherwood West into the UGB during your meetings later this year.

Sherwood needs to grow and develop this land for a number of reasons. 1) Affordable housing, there is a lack of affordable housing for families moving to the area, along with retirees. 2) More families would help the enrollment at the very large Sherwood High School just off Hwy 99 and within the Sherwood West boundary. 3) Increase the number of houses paying property taxes to the city and the costs, the bonds for the schools. 4) Job growth. 5) Parks. 6) Commercial businesses along Hwy 99. 7) And it's long overdue.

I appreciate your time and know this is an important decision. Also know that a number of neighbors in the Sherwood West area support, the going forward on the UGB expansion.

Sincerely,

Dennis Christen

Trustee

Is your testimony related to an item on an upcoming agenda? *	Yes

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Sunday, September 22, 2024 5:22 PM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#262]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Kathryn Evers
Email *	allismemoir@aol.com
Address	13587 nw logie trail Hillsboro, OR 97124 United States
Your testimony	I am against any expansion of the UGB North of Sunset Hwy between No Plains and Helvetia. I've lived here since 1976. Hillsboro needs to use the farmland it has already stolen both N and S of the highway.
Is your testimony related to an item on an upcoming agenda? *	Yes

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Sunday, September 22, 2024 3:06 PM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#261]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Jeff Mapes
Email *	mapes.jeff@gmail.com
Address	2328 NW Glisan St. Unit 1 Portland, OR 97210
Your testimony	The City of Sherwood's proposal to convert more than 1,200 acres of rural land to urban development should be rejected by the council. The housing proposal does little to add to the serious lack of affordable housing in both the local area and in the region generally. Instead, the expansion plan adds to suburban sprawl and diverts from investment in more compact development.
Is your testimony related to an item on an upcoming agenda? *	Yes

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Saturday, September 21, 2024 5:53 PM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#259]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Dan Hoyt
Email *	hoyt100@gmail.com
Address	Portland
Your testimony	We have decades of experience with suburban sprawl. The outcome is terrible on many levels. Let's stop doing the things that give us terrible outcomes! The City of Sherwood has a poor reputation regarding sprawl. Rather than more mistakes in Sherwood. Metro should phase-out giant surface parking lots and leverage the infrastructure and services already built by redeveloping with structured parking and mixed use development.
Is your testimony related to an item on an upcoming agenda? *	Yes

Miriam Hanes

From: Eryn Kehe
Sent: Friday, September 20, 2024 4:48 PM
To: Miriam Hanes
Subject: FW: [External sender]Support Letter of Sherwood West to Metro Council and Advisors

Include with UGB comment pls

Eryn Deeming Kehe, AICP | Metro | Urban Policy and Development Manager
My gender pronouns: she her, hers | 503-758-4172

From: Victor Sin <Victor.Sin@oregonmetro.gov>
Sent: Friday, September 20, 2024 4:32 PM
To: Eryn Kehe <Eryn.Kehe@oregonmetro.gov>; Ted Reid <Ted.Reid@oregonmetro.gov>
Subject: FW: [External sender]Support Letter of Sherwood West to Metro Council and Advisors

FYI 😊

Victor Sin, MBA (He/Him)
Policy Advisor | Council Office | District 4
Metro
600 NE Grand Avenue
Portland, OR 97232-2736
Office: 503-517-6911
Mobile: 971-291-2217
www.oregonmetro.gov

Metro | Making a great place

From: Peter Foster <cheffoster@memoirshawaii.com>
Sent: Friday, September 20, 2024 3:02 PM
Subject: [External sender]Support Letter of Sherwood West to Metro Council and Advisors

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Juan Carlos and Victor,

I hope this email finds you well. I am addressing your team specifically because you were mentioned in a recent article. We understand Mr. Garritt Rosenthal represents the Sherwood district by large. That said, we support everyone's effort to keep our economy and environment thriving.

This letter is broken into three parts.

1. New concepts need Forward thinking
2. Environmental Impacts of Sherwood West Expansion Plan.
3. Misinformation (response to an opinion piece against Juan Carlos and Metro.)

Part 1: New concepts need Forward thinking

Agrihoods are an integral part of Oregon's future. Single-farm restaurants like Prodigal Sons, planned for Sherwood West, play a key role in creating walkable neighborhoods by integrating sustainability and profitability. This innovative project redefines the traditional "farm-to-table" model by combining a farm and restaurant on the same property, offering stunning views of Mt. Hood and expansive forestland to the west. Agrihoods maximize quality of life while minimizing environmental impact, becoming symbols of sustainable practices and economic resilience for the broader community.

This concept requires a long-term, forward-thinking approach. UGB boundaries must be adopted and integrated simultaneously for the narratives and comprehensive plans to succeed. If the expansion plan is fragmented, time will erode the master plan, and changing state and local laws will hinder the development of an optimal solution. In other words, adopting only the northern portion of Sherwood West will undermine the budget and comprehensive plans, leading to urban sprawl when time runs out and the demand for housing and jobs becomes critical.

Part 2: Environmental Impacts

Mention of Chicken Creek is just a ploy. Commercial ag already did its damage and I've lived next to and walked that creek for years. Let it be known the Concept Plan has indeed taken environmental factors into account by protecting this natural habitat with permanent and natural corridors along the upper and middle sections of Chicken Creek. Desirable flow metrics into the Tualatin Reserve cannot and will not change with this expansion. The 2019 case study showing Chicken Creek was rerouted by commercial ag in the first place. Can be found here, https://www.jointreeforall.org/chicken-creek
Educated anglers and fishmen understand Steelhead and Salmonoids will never inhabit Chicken Creek again based on its natural state now. A 2000 DFW study will confirm that this damage has sadly already been done. https://www.dfw.state.or.us/fish/oscrp/CRI/docs/Tualatin%2099-00.pdf

The environmental risk is a non-factor when weighed against bad planning and disinvestment in the area. Everyone has a town in mind that failed to grow in the right way, only to swept by tidal waves of builders, no green spaces and boundaries merged by other towns.

Part 3: Misinformation

This is our response to the awful opinion piece in the Forest Grove Times News last month, by owners of McKay Blueberry Farm shaming Juan Carlos. Their position does not reflect the broader needs or opinions of Sherwood residents, nor does it acknowledge the many benefits of the plan. Opponents to the growth of our town already have land, resources, a house with a view and

do NOT represent the working class. These are well organized/funded groups representing 'the few with the most.'

The blueberry industry is not a large employer for Sherwood or Washington County's workforce relative to its footprint and does not bring environmental aptitude as a mono crop impacting water systems. Ironically McKay Blueberry Farm received a $117,000 subsidy from Washington County in 2020 directly addressing their growth needs.

Sherwood and City Council approved the construction of Sherwood High School which did not cost $247 million and our High School is our best asset and we need more assets in years to come. The $247 million was the full bond for all improvements in the district, not just the high school. https://djcoregon.com/news/2021/11/04/2nd-place-primary-education-sherwood-high-school/#:~:text=The%20largest%20high%20school%20in,classroom%20and%20performing%20arts%20areas

Conclusion: Please support the full range of projects planned for Sherwood West, which benefit both the environment and the economy, by including all the proposed acreage, not just the northern portion. Metro's upcoming vote is a foundational, once-in-a-generation opportunity that may never come in a meaningful time like this again.

Please forward this to other Metro Councilors at your discretion. I am happy to answer any questions you may have and look forward to meeting you in person this coming Wednesday at the community meeting.

Respectfully,

Peter C. Foster

Managing Partner
Prodigal Sons LLC
19800 SW Kruger Road
Sherwood, OR. 97140
www.prodigalsons.farm

To: Metro Council Lynn President Peterson
Metro Councilor Ashton Simpson, District 1
Metro Councilor Christine Lewis, District 2
Metro Councilor Gerritt Rosenthal, District 3
Metro Councilor Juan Carlos González, District 4
Metro Councilor Mary Nolan, District 5
Metro Councilor Duncan Hwang, District 6

CC: Marissa Madrigal, Chief Operating Officer, Metro
Catherine Ciarlo, Director of Planning, Development and Research

Date: 20 September 2024

We write in support of the August 23rd letter from 1000 Friends of Oregon regarding the Urban Growth Report and Sherwood Urban Growth Boundary Expansion.

We offer the specific focus of a lens based on three transportation crises in our region:

- Greenhouse Gases - Transportation represents 40% or more of the GHG generation in our region and despite Climate Smart and other RTP policies, continues to grow.

- Safety - Our transportation system continues to unacceptably kill and seriously injure residents of our region at an increasing rate. The deadly toll is recited at every JPACT meeting.

- Funding - The counties and cities of our region are developing an increasing backlog of deferred maintenance due to the effects of inflation, fuel economy and electrification.

In light of these urgent issues, development at the edge of the region, far from the

backbone of our transit system and with a heavy concentration on single-family construction, will make these issues worse and will drain resources from addressing these crises.

While we appreciate the inclusion of an affordable housing component in Sherwood's expansion plan, we believe households are better served by creating location-efficient affordable housing on existing main streets and transit corridors within the UGB.

We urge you to follow the recommendations of 1000 Friends and promote policies that drive development centered on existing transportation assets, especially main streets and station area communities.

Thank you.

No More Freeways PDX
Bike Loud PDX
Portland: Neighbors Welcome

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Thursday, September 19, 2024 10:58 AM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#258]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Hella Betts
Email *	hella@cascadewestern.com
Address	2729 SE 6th Ave. 19525 SW Kruger Rd – behind High School PORTLAND, OR 97202 United States
Your testimony	What land owners are not told by this group is that they do not need to sell only that lands are not worth as much as it would be if it was within the UGBV and City limits. With the ageing farmers would they not want value for their property!
Is your testimony related to an item on an upcoming agenda? *	Yes

Agenda

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Committee on Racial Equity (CORE)
Date: September 19, 2024
Time: 5:30-7:30pm (Zoom room opens at 5pm)
Place: Virtual meeting via Zoom

5:30 PM **Welcome and Introductions**

5:35 PM **Public Comment**

5:40 PM **Metro Council Update**

5:45 PM **Committee Business**

5:50PM **Review input on Urban Growth Management Decision**
- Metro Chief Operating Officer/Staff Recommendations
- Youth Cohort Recommendations
- Summary of public comment

6:15PM **Finalize CORE recommendations to Council**

7:20 PM **CORE Debrief Time**

7:30 PM **Adjourn**

2024

Youth Cohort Report



Urban Growth Boundary

NEXT UP

004462

NEXT UP



Our Mission

Next Up amplifies the **voice and leadership of diverse young people** to achieve a more just and equitable Oregon.

The impact of our work in Oregon

We create opportunities for young people ages 13-35, centering Black, Indigenous, youth of color and intersectional youth, to build their individual and collective power. Since 2002, our work has scaffolded a wave of young people who are leading the charge to dismantle oppressive systems and institutions so that our communities can thrive.

Impact Snapshot

1,000+

alumni of our youth leadership cohorts

7

unique leadership and internship programs

40%

Oregon youth voter turnout in 2022, compared to 27% nationwide



Background

Over the course of 2023 and 2024, Next Up and Metro engaged 15 young people in a decision-making process around expanding the urban growth boundary (UGB). Since youth are one of the groups most impacted by long-range planning decisions this was an opportunity to incorporate their unique perspectives, reflections, and recommendations for the UGB.

Program Goals

Educating

Educate youth leaders through a variety of topics included in the Urban Growth Management decision-making process.

Consulting

Incorporate youth voices and lived experiences in long-range planning decisions.

Building

Build ongoing relationships with participants, supporting leadership opportunities, and meaningful connections with Metro.

Who Took Part

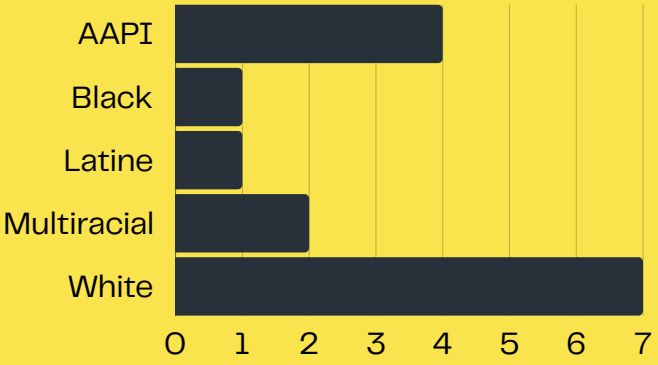
15 Participants

8 Meetings Held

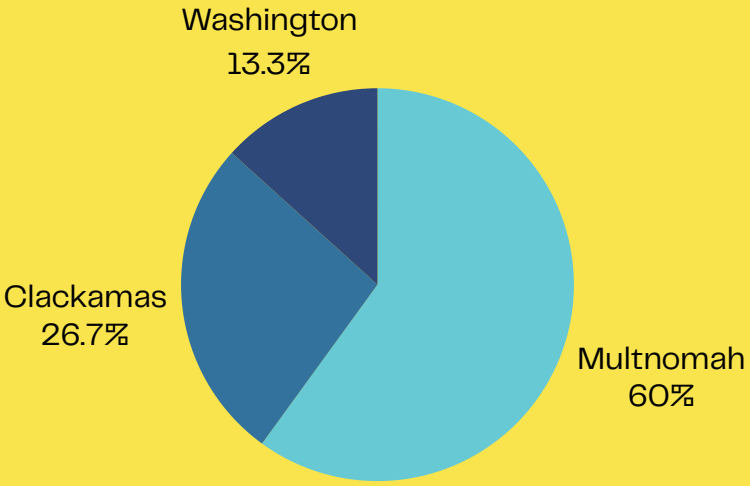
16 Median Age

18 Average Age

Race and Ethnicity



County



Recruitment

To ensure that the cohort reflected the communities within Metro's constituency we reached out to our connections in Multnomah, Washington, and Clackamas County. Over the last three years, Next Up has been a part of Metro's Civic Engagement grant which allowed us to deepen our youth civic engagement in Clackamas County. Recruiting involved reaching out to the very engaged members from previous Next Up action groups to ask them to join. That included board members, past cohort members, past volunteers, and community members. In total, we had 27 applicants for the 15-person cohort. Our youth cohort is made up of young people from 7 cities across the Metro Region including Beaverton, Tigard, Gladstone, Gresham, Milwaukie and West Linn.

Meeting Summaries

September 19, 2023

Background on Metro, urban growth management, urban growth report requirements, and decision making structure

November 2, 2023

Review group goals, statewide planning history, role and purpose of zoning, group concept plans for Sherwood West

December 5, 2023

Guest speaker Glen with Metro, concept planning process and complexities, and boundary expansion requirements.

February 12, 2024

Guest speakers Andrea and Valeria with Metro, the housing crisis overview, Metro's role in regional housing funding and production, and begin to establish group values and priorities.

April 4, 2024

Guest speakers Eric and Joy with City of Sherwood, revisit and compare cohort concept plans with the Sherwood West concept plan, and learn about Sherwood's decision making process.

May 7, 2024

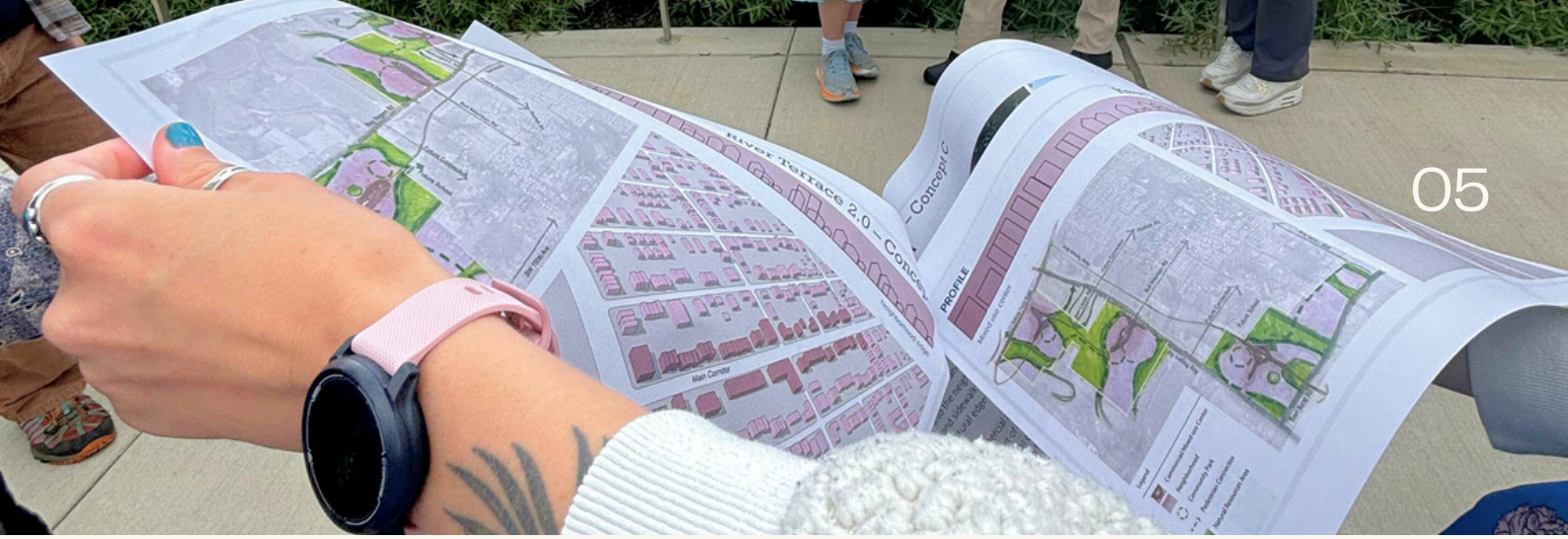
Guest speakers Eryn and Ted with Metro, overview of urban growth report analyses, introduction to the COO recommendation and conditions of approval, group activity about capacity and demand

June 15, 2024

Group field trip to Tigard to learn about the River Terrace development from Senior Planner Schuyler Warren. The group learned about the most recent expansion to the UGB and the process from concept plan to implementation.

July 18, 2024

Reviewed key takeaways of the UGB report, discussed Sherwood expansion proposal, provided ideas for Metro Council, discussed opportunities for testimony, and completed the feedback survey.



FIELD TRIP

Tigard River Expansion

To better understand the proposal and possible implementation of the Sherwood West Proposal, the youth cohort went out to visit the Tigard River Expansion.

During the trip they met with Tigard Senior Planner Schuyler Warren to learn about the Tigard River Terrace UGB expansion. They also heard about the expansion proposal process and the factors involved in creating a concept plan. Finally, the group saw current development in action and visited the edge of the Urban Growth Boundary to see the difference between urban and rural reserves. Topics explored during the field trip prompted the group to reflect on what they would like to see in the Sherwood West expansion area, based on hearing and seeing some of the outcomes of a past expansion area.

Cohort Questions

Why are commercial spaces not placed in neighborhoods but on major streets?

How do we encourage walkable neighborhood development (with access to schools, shops, and parks) within all neighborhoods of Sherwood West?

How are critical nature areas (ex. wildlife reserves) protected during a UGB expansion?

What transportation systems will be put in place in Sherwood West and what type of topographical structures are already in place that would help with stormwater systems?

Participant Reflections

After visiting the Tigard River Expansion, cohort members shared their reflections with us.

"There is a big lack in housing accessibility [in the Tigard River Expansion]. Everything is expensive [and] definitely contributes to the wealth divide and separation. There were multiple spots with a lot of beautiful nature. Seeing that highlighted the importance of preserving and incorporating nature into the expansion."

"Many of the challenges facing communities and democracies today stem from planning decisions; in expansion that does not address limited economic diversity, neighborhoods become economically stratified, which is a detriment to cities. This is a new idea that I reflected on today, and I think it is something Sherwood should consider and plan around before expanding."

"One value I'm really glad is represented is the need for higher density middle housing to support more affordable housing and a more diverse city population. I wish that they considered planting more native plants and trees in the area they are expanding into."





Youth Driven Recommendations

The UGB Youth Cohort considered the questions, “What should Metro Council consider when making a decision about the urban growth boundary?” and “What are the top values that should guide the UGB process?” to make their recommendations. They created four themes to explore these questions further:

01 / Equity and Meaningful Community Engagement

02 / Livability and Access

03 / Sustainability, Environmental Preservation, and Climate Justice

04 / Housing Affordability

Recommendations for Equity and Meaningful Community Engagement



01

Present perspectives that are not always heard

02

Understand how areas surrounding the proposed expansion and people living there may be affected

03

Center racial equity when considering new housing and jobs

04

Local participation and education

05

Listen to young people – they know more about youth life, priorities, and their challenges

06

Support low income and BIPOC communities

Reflections on Equity and Meaningful Community Engagement



As the youth cohort learned about the urban growth management decision, a primary theme in their feedback was ensuring that the process centered equity and meaningful community engagement. Many participants wanted the Metro Council to make sure that they were hearing a broad variety of perspectives, especially those that are not always heard in this process.

Sherwood West

When learning about the Sherwood West proposal the cohort considered how people living in surrounding areas may be affected. They emphasized that the plan must focus on racial equity impacts when discussing access to future homes and job opportunities. Additionally, the cohort emphasized the importance of local participation and education in community engagement processes. They shared that special focus should be given to young people when looking for feedback, as they are the generation that will be most impacted in the future by plans that are made today.

Recommendations for Livability and Access



01

Prioritize walkability, public transit access, jobs with livable wages, and community spaces by including coffee shops, grocery stores, mixed use development inside expansion areas to minimize car dependency

02

Livability and access in UGB development must include coffee shops, grocery stores, mixed use development inside expansion areas to minimize car dependency, easy connections to nutritious foods, and amenities and diverse multiuse community spaces

03

Planning should encourage residents to walk, not solely rely on driving

04

Residential development should have pockets of commercial so that people can meet their needs close to home without driving

05

Plan for accessibility for the disabled community

Reflections on Livability and Access



Walkable Communities

Another recurring theme throughout the youth cohort meetings was the importance of building communities with access to opportunities and a variety of community spaces, especially for access that was not car-dependent. New neighborhoods should include spaces for everyone and people should be able to meet their needs without having to rely on a car. Cohort participants emphasized priorities of walkability, public transit access, and accessibility in connections through new neighborhoods. Accessibility also means opportunity – jobs with livable wages, and opportunity to meet needs like buying nutritious foods and gathering with other community members.

Recommendations for Sustainability, Environmental Preservation, and Climate Justice

01

Fight climate change

02

Incentivize developments that provide for housing, food, and water needs while encouraging biodiversity

03

Healthy and equitable tree canopy

04

Avoid the creation of urban heat islands

Recommendations for Sustainability, Environmental Preservation, and Climate Justice



A Top Priority for Metro

As the cohort discussed planning for new homes and jobs in the region, members felt that sustainability, environmental preservation, and climate justice must be a top priority for Metro Council. The group wanted to see natural resource preservation in any proposed expansion area and cautioned against creating urban heat islands. Some members of the group spoke of the importance of a healthy tree canopy and planting native species that are more resilient to the changing climate. Overall, the cohort emphasized that Metro should strike a balance between new housing developments and jobs while protecting the natural environment and biodiversity.

Recommendations for Housing Sustainability

01

Housing for All



02

Support for high density and mid density housing in order to provide more options for people, while making the most sustainable use of the land

03

Question: What is the developer's mission when it comes to building homes?

04

Question: Will the expansion help with the housing crisis?

Reflections on Housing Affordability



A Guiding Principle

The youth cohort learned about the statewide housing crisis and the role that local and regional government played. After hearing about how our government addresses housing needs, they strongly emphasized that housing affordability must be a priority guiding the UGB process. Cohort members wanted to see plans that included housing options that would work for many different people – including options for different housing types and price points. The expansion plan must be demonstrably proven to address the housing crisis, and if there is any expansion, it should be used to provide the most affordable housing options to the most amount of people.

Final Recommendations for the Urban Growth Boundary

To reach consensus on final recommendations the cohort evaluated categories based on a scale from “nice to have” to “must have.” Each member picked their top 3 categories and provided additional details. What emerged as the top 4 categories were: affordable housing, equitable access, car-free transportation options, and green infrastructure.

Car Free Transportation

- Accessible, walkable infrastructure
- Safe crossings
- Keeping disability community in mind – build it right the first time
- Bus access as development expands – needed to connect commercial and residential areas – with consistent service
- Transit-supportive densities

Equitable Access to Jobs, Neighborhood Amenities, Recreation, and Housing

Must be able to access businesses and community spaces near homes

Green Infrastructure

Such as street trees, stormwater facilities, and native plants to prevent urban heat islands

- Durable infrastructure – long term cost savings
- Relationship building with Indigenous communities
- Wildlife crossings - awareness of disruption to nature
- Steward and preserve natural resources and features to be used as green infrastructure (rather than artificially replaced)
- Natural areas are common spaces and community gathering places

Affordable Housing

- Housing to match available jobs
- Public money investment
- Access to transit

Closing Reflections



A robust conversation about potential conditions of approval prompted participants to think about what topic areas mattered most to them and provide additional detail about how they would like to see the conditions implemented. Some of these topics may be folded into the COO recommendation and topic areas with more specific details may be more suited for discussion during the comprehensive planning process.

"Protecting people, the planet, and our shared ecosystems is essential to equitable futures. [Regional Planning] makes sure there is enough housing without messing up the environment...and encourages denser development."

Participant



Closing Reflections

The following reflections were collected in July 2024 through a final feedback survey about participants experiences throughout the cohort.



Reflection on Group Goals

“I am familiar with Urban Studies, Urban Planning, Economics, Government, and Policy… but I had no idea what the process of expanding (or halting the expansion of) the Urban Growth Boundary.”

“I came wanting to better understand the urban growth boundary decision process and now I do.”

“I'm happy to have shared my perspective and experiences with Sherwood planners, Metro, and other important voices in the Sherwood West expansion.”

“What suprised me about this process what how difficult it was to navigate affordable housing and equity in the planning process. I knew that there were a lot of behind the scenes poitics happening that makes it difficult but I didn't realize that more than politics, its also the past history of having lots of single family homes taking up a bunch of space and the need to consider areas for jobs and parks and libraries that go around housing. Also, it seemed unrealistic to go high density housing everywhere and having developers agree to high density very low density. It also suprised me about how understandable the process was… I thought I would get completely lost because other older youth in the group seemed to have a background in environment and regional planning, so it was nice to be able to absorb the content and participate with the group.”

“I like how the UGB process works. I hope our voices actually have the power to influence the final outcome of the Sherwood West expansion.”



Reflections on Cohort Logistics

Overall, participants appreciated how the meetings were planned, materials provided, and pacing of the cohort. Specifically, they enjoyed the field trips, presentations, and guest speakers who gave additional insight into the different aspects of urban planning. Some suggestions for the future included a summarized set of notes at the end of meetings, more interactive opportunities during the meetings, and less time between each meeting. A majority of participants remarked that the length of the cohort was ideal, with one participant sharing that it, "allows [the cohort] to connect and have more time to absorb the information." Those that gave feedback unanimously shared that they are walking away from this experience learning or achieving what they hoped when they first joined.

Percent of Participants Who Shared We Accomplished or Exceeded the Goal

87%

Understanding Metro's role in regional governance

87%

Understanding regional land use history and urban growth management

100%

Understanding the analyses within the urban growth report

75%

Established group values regarding regional growth

"Regional governance enables collaboration... between cities to solve today's pressing issues, whilst building capacity to reimagine tomorrow together."

Participant

Next Steps

All participants shared an interest in providing either written or in-person testimony to the decision-making bodies at upcoming public hearings.

Giving Public Testimony

Public hearing on an ordinance: The public can offer testimony before any legislative action by the council. You can join council meetings in person on Thursdays at the Metro Regional Center at 10:30 AM, or join online via Zoom.

Public hearing on a resolution: Council resolutions are not required to have public hearings, but public testimony may be accepted at the discretion of the council president.

General meeting: Every council meeting includes an agenda item called "public communications" where you can provide testimony on topics that are not on the agenda.

How to Submit Testimony: You may submit testimony to Metro Council online at any time. To be included in the record for a public hearing or meeting, testimony must be received before the start of the meeting. Written testimony received by noon on the day of a meeting will be shared with the Metro Council in advance.

Timeline for Decision Making

July 9, 2024: Public comment period on the draft UGR begins
July 18, 2024: Final youth cohort meeting
August 22, 2024: Public comment survey on draft UGR closes
August 26, 2024: Release COO recommendation
September 5, 2024: Council work session on COO recommendations and public comment themes; full public comment summary provided at Council meeting
*__September 11, 2024:__ MPAC discussion of COO recommendation and recommendations to Council; request any final MTAC advice
*__September 25, 2024:__ MPAC recommendation to Council
*__September 26, 2024:__ Council holds public hearing on COO recommendations
October 1, 2024: Council provides direction to staff at work session
November 21, 2024: Council first reading of ordinance; public hearing
December 5, 2024: Council second reading of ordinance; decision

* Opportunity to provide public testimony (in-person, virtual, or written) at this meeting

Appendix
Notes from UGB Cohort

Notes from Meeting #4 (2/12/24)

“What should Metro Council consider when making a decision about the urban growth boundary?”

- Presenting perspectives that are not always heard (youth, BIPOC, etc) and center issues such as racism, climate change, houselessness and their interaction with housing
- Affordable housing and public transit access
- Has potential upzoning been considered in measuring developable lands?
- Fighting climate change
- Housing everyone
- Equity and how surrounding areas may be affected
- Affordable housing should be considered and mapped
- Community spaces
- High density and mid-density housing
- Racial equity when it comes to housing and work/jobs
- Jobs in the area that can provide livable wages
- Who are the developers/their mission when it comes to building homes
- Hearing what everyone says and mostly gathering what everyone had mostly think around
- Metro Council – we as a youth cohort know more on the youth life, priorities, and how schools takes effect on distance to school, library, home, etc
- Local participation and education
- How much does Metro collaborate with other national metro areas and local communities to build more security and solidarity?
- How can Metro incentivize co-op developments that provide for housing, food, and water needs while encouraging biodiversity?
- A priority I'm hearing and seeing the importance is racial equality – I think that's always important to keep at the forefront and consider as the UGB/housing develops
- Will this expansion help with the housing crisis?

Appendix
Notes from UGB Cohort

Notes from Meeting #5 (4/4/24)

- Community spaces! They benefit the community – so of course that's super important. But with that, I think that mixed use spaces sprinkled throughout all areas is good, maybe ensure that's around regular neighborhoods
- I don't see the current plan building enough affordable housing types
- How to promote diversity among the people that move there (racial and ethnic diversity)
- I really hope they find a way to include coffee shops, grocery stores, and mixed use development inside low density zones
- Requiring medium density
- Connections to nutritious foods and amenities/community spaces
- Planning should encourage residents to walk, not drive
- Residential (especially low density) should have pockets of commercial so that people can meet their needs close to home without driving (15 minute cities)
- Healthy and equitable tree canopy
- Accessibility and disability community
- Reducing new parking infrastructure
- Not creating urban heat islands
- Supporting low income and BIPOC communities
- Walkable, livable spaces for growing communities
- Housing for new people moving into Sherwood in coming decades and more employment

Appendix
Notes from UGB Cohort

Notes from Meeting #6 (5/7/24)

The top values that should guide the UGB process are:

- Affordability
- Walkability
- Building communities
- Equity
- Sustainability
- Future resilience
- Consciousness of environmental impact
- Needs of communities
- Awareness of context and complexity
- Racial and climate equity
- Environmental and economic sustainability
- Community engagement and PAR across a wide variety of interests
- Equity, affordability, environmental preservation, increasing density
- Equity, climate justice, affordable housing

Regional planning is important to me because:

- Collaboration and mutual trust is important to reimagine tomorrow together!
- Regional governance enables collaboration and mutual aid between cities to solve today's pressing issues, whilst building capacity to reimagine tomorrow together
- Protecting people, the planet, and our shared ecosystems is essential to equitable futures
- It directly impacts the health and potential of communities and environments today and into the future
- Because it addresses important issues through large (?) engagement. Through regional planning cities needs are better addresses and understood
- Because it makes sure there is enough housing without messing up the environment too bad and encourages denser development
- Because I want there to be sustainable and affordable housing options for upcoming generations
- Because I want everyone to live in a walkable community

Appendix
Notes from UGB Cohort

Notes from Field Trip Meeting #7
Tigard River Terrace Expansion
(6/15/24)

What's one exciting thing you've seen or learned about the Tigard River Terrace Expansion?

- Seeing a hawk and a deer at the intersection of SW Beef Bend and SW 150th at the corner of River Terrace 2.0 and Kingston Terrace, it was exciting to see an example of the boundary between urban and rural. Standing between the urban growth boundary – half inside and half outside – was also an interesting experience of what the UGB actually means on this field trip. From these experiences, I thought more about trees, wildlife, environment, and the ways our interests coexist.
- Getting to know and understand more about the history is really fascinating. But the environment is what really caught me and the know the problem that UGB is trying to solve.
- River Terrace 1.0 is very expensive, this is one of the many reasons River Terrace 2.0 is appearing to solve many issues such as economic difference.
- There were multiple spots with a lot of beautiful nature. That highlighted the importance of preserving and incorporating nature into the expansion
- There is ambition to build high-density, transit-rich neighborhoods!
- Seeing plants and wildlife flourishing still despite development hearing about Tigard's history like why Bull Mountain isn't a part of the city and the land swap.

What's one value represented in the Tigard expansion? What's missing?

- Represented: commitment to more housing
- Missing: (to an extent) collaboration and coexistence of multiple priorities
- The friendly environment really stands out to me and is really represented. But I feel like the economic status differential is something that is missing like the Art Rutkin elementary is in the middle of 1.0 and 2.0 River Terrace, but Tigard has a long history, like normal housing, the higher elevation, usually have more expensive houses. So Tigard is missing some of the differences, jobs, etc.

- There's a big lack in housing accessibility here, everything is expensive, definitely contributes to the wealth divide/separation. But they seem to be good on some nature incorporation (better than a lot of other areas), that storm draining spot was a whole habitat!
- Access to green space is present.
- Affordability and equitability is missing
- One value I'm really glad is represented is the need for higher density middle housing to support more affordable housing and a more diverse city population. I wish that they considered planting more native plants and trees in the areas they are expanding into. I understand that plants from other areas look nicer and more attractive but I think it's important to give priority and space to plants that are supposed to be there and have been in Oregon.

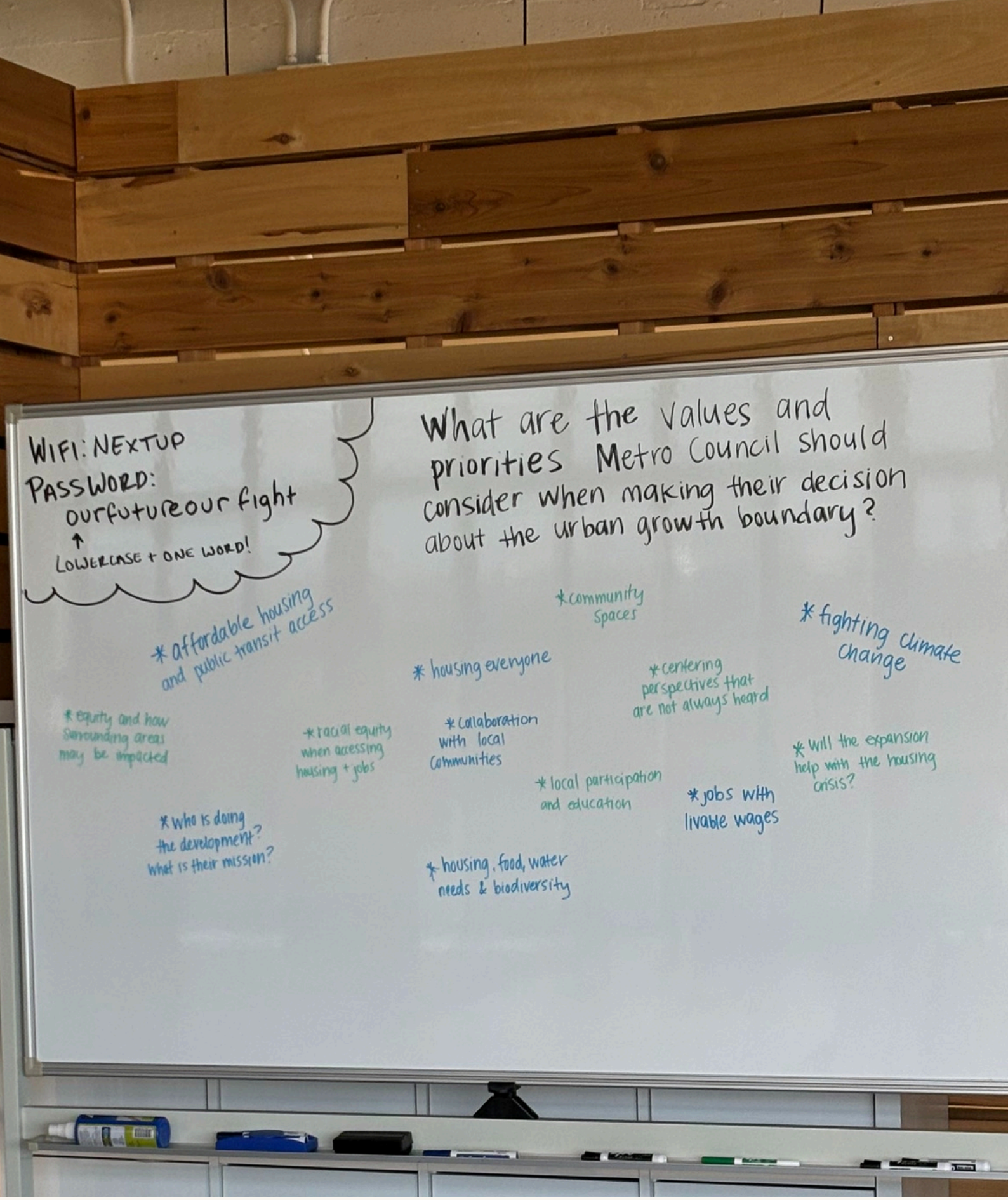
What's one thing you learned today that connects to the conversations we've been having around the Sherwood Expansion?

- Many of the challenges facing communities and democracies today stem from planning decisions; in the expansions that do not address limited economic diversity, neighborhoods become economically stratified, which is very detrimental to cities. This is a new idea that I reflected on today, and I think it is something Sherwood should consider and plan around expanding.
- Mainly how to efficiently use the boundaries, housing displacements, and how to manage the place is really similar to Sherwood expansion.
- Another connection that I've made is the transits that can be really important to save fuel, keep green transportation is pretty key.
- The importance of middle house. [Schuyler Warren] talked about Tigard's push for it, and variety in housing types is something we've talked a lot about and wanted.
- I've seen varying housing types being built and planned
- Just how important having water drainage systems are to having a successful expansion and development. I also have learned more about how nuanced housing decisions are during expansions and how we have to consider both developer perspectives and regional need.

What are questions you have?

- How similar or different will Sherwood's expansion ultimately be compared to Tigard's? What is similar or different about their communities?

- How does adding more housing affect its affordability and will it be enough to make communities more livable?
- Why are most decisions centered around the margins? Just in general, are there ways to rethink or reconsider ways existing communities are planned and structured to address some of the issues the UGB expansion is trying to address? (like the coordination between them, especially after learning about the long lead time with new developments
- I'm curious generally about the developer perspective and priorities. What are the main clashes?
- I wonder more about the plants, [Schuyler Warren] talked about bringing in non-native plants, but only really highlighted the aesthetic pros. Does that pose a threat to native plants thought? What is the potential harm?
- Why are commercial spaces not placed in neighborhoods but on major streets?
- How do we encourage walkable neighborhood development (with access to schools, shops, and parks) within all neighborhoods of Sherwood West?
- How are critical natural areas (ex. wildlife reserves) protected during a UGB expansion?
- What type of natural wetlands and other topographical structures are already in place that would help with stormwater systems? Is it similar to Tigard's situation?
- What transportation systems will be put in place in Sherwood West?
- How long do you think it will be before development actually starts happening in Sherwood West?



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2024 growth management decision

Public comment report

DRAFT

A summary of comments received during the comment period for the 2024 Urban Growth Report and Sherwood West Expansion Proposal from July 9 to Aug. 22, 2024.

September 2024



PURPOSE AND BACKGROUND 1
PUBLIC COMMENTS AT A GLANCE 2
PUBLIC COMMENT PERIOD OVERVIEW 3
ONLINE SURVEY RESULTS 4
COMMENTS VIA EMAIL, LETTERS AND PHONE 12
WHO PARTICIPATED 12
NEXT STEPS 13

APPENDIX A: PUBLIC COMMENT ONLINE SURVEY RESULTS A1
APPENDIX B: PUBLIC COMMENT EMAILS AND LETTERS B1

DRAFT

PURPOSE AND BACKGROUND

As new people move to the greater Portland region and businesses create more jobs, our region's urban growth boundary (UGB) serves to focus development within the boundary. The focused development helps stretch limited public dollars that build and maintain the streets, water and sewer pipes, schools and parks that every community needs. Focusing development within the UGB also helps protect high-quality farmland, forests and natural habitats.

Every six years, the state directs Metro to assess whether there is enough land inside the urban growth boundary for the next 20 years of job and housing growth. These periodic decisions also provide an opportunity to support the 2040 Growth Concept, greater Portland's vision for growth. The Growth Concept envisions the region's growth in town centers and urban corridors and guides UGB expansions into urban reserves–areas best suited for future development–after careful consideration of whether those expansions are needed.

To make an urban growth management decision, Metro assesses trends for a variety of factors, from changes in population growth, household size and consumer desires to the future of workplaces and transportation. Metro publishes these assessments in the urban growth report.

If there is a regional need for land to accommodate the next 20 years of jobs and housing growth, Metro Council can consider expanding the greater Portland region's UGB. However, the region has learned that adding more land alone is not enough. Expansion areas only produce jobs or housing when a city can provide infrastructure like pipes, roads, sidewalks, parks, and schools.

If a city decides that it is ready to expand the UGB into urban reserves, the city must be ready to support development. A city demonstrates its readiness with a concept plan. A concept plan lays out the vision for the area, intended land uses, transportation network, environmental protections, additional necessary infrastructure and funding sources. Cities that are interested in expansion must submit an expansion proposal with a concept plan to Metro for consideration, along with governmental agreements, letters of support and findings.

For the 2024 urban growth management decision cycle, Metro received one proposal from the City of Sherwood to expand the UGB to include the 1,300-acre Sherwood West urban reserve area. If Metro Council determines more land is needed in the UGB to support the next 20 years of growth, they will also determine how Sherwood's proposed expansion will accommodate the needs described in the urban growth report.

From July 9 to August 22, 2024, Metro asked residents of the greater Portland region for their thoughts on the 2024 draft Urban Growth Report and the City of Sherwood's expansion proposal. Metro Council will consider public comments as they make an urban growth decision.

PUBLIC COMMENTS AT A GLANCE

From July 9 to August 22, 2024, Metro held a public comment period, inviting feedback on the draft 2024 Urban Growth Report and an urban growth boundary expansion proposal from the City of Sherwood. During the public comment period, Metro invited comments and feedback from members of the public, community and business organizations, regional advisory committees, agency partners and policymakers.

This public comment period builds on public involvement throughout the urban growth management process. Learn about the ideas and feedback provided by 15 youth who met regularly through the urban growth management process.

Metro received **72** email comments and 365 responses to an online survey.

Public comments included a variety of viewpoints about the draft Urban Growth report and the City of Sherwood's expansion proposal. Themes from comments provided in emails and the online survey about the expansion proposal include:

- Optimism about future growth potential, including the potential for a resurgence of high-tech manufacturing
- Interest in more housing and job opportunities in Sherwood, including housing choices for seniors, young families and other demographic groups
- Sentiment that the expansion is not needed at all or is not needed at the proposed site
- An interest in more infill development before the urban growth boundary is expanded
- Concern about the need for more housing, a diversity of housing and housing that is affordable
- Concern about the impacts of a potential UGB expansion on traffic; some comments pointed to limited transit options available in Sherwood
- Concern about the impacts of a potential UGB expansion on farmland and agricultural activities in the area
- Concern about potential impacts of a potential UGB expansion on the environment and climate change
- Concern that new development would have an impact on existing public infrastructure leading to tax increases for current residents

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PUBLIC COMMENT PERIOD OVERVIEW

During the public comment period, there were a variety of resources available for review and several platforms available for submitting feedback and comments:

- **Public review draft materials**: The project webpage included the draft 2024 Urban Growth Report and City of Sherwood's expansion proposal for Sherwood West. The report and the expansion proposal were also summarized in an executive summary and factsheet that were available in English and Spanish. With a variety of informational resources, the public comment period allowed people to engage at the level of detail that worked best for them.

- **Comment platforms**: There were several ways for people to provide comments including an online survey, email, letter and voicemail.

- **Online survey**: An online survey was available and publicized in English and Spanish. The survey asked participants to prioritize primary factors for expanding the urban growth boundary, asked for feedback on the expansion proposal, and also provided space for participants to describe what they want preserved and what they want to see change as the region grows.

- **Notifications and notices**: Public notices of the comment period were provided to local neighborhood involvement and community outreach offices at jurisdictions across the region. Notifications were sent to community-based organizations, Metro regional advisory committees and their respective interested parties. Metro also posted the public comment period on social media and Metro News. Flyers with QR codes were posted in Sherwood and City of Sherwood and Metro staff promoted the public comment period at Sherwood's Robin Hood Festival.

- **Public hearings**: Metro Council will receive testimony about the urban growth management decision in-person, online or in writing at a public hearing on Sept. 26 and at the first reading of the ordinance on Nov. 21, 2024.

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ONLINE SURVEY RESULTS

The online survey provided overviews of the urban growth decision process, the Urban Growth Report and the Sherwood West proposal. The survey also linked to the summarized materials in English and Spanish on the project webpage as well as the unabridged Urban Growth Report and expansion proposal. The survey asked participants six questions about growth and nine optional demographic questions. A total of 365 respondents participated in the online comment survey. A summary of the survey follows, and the results are included in Appendix A.

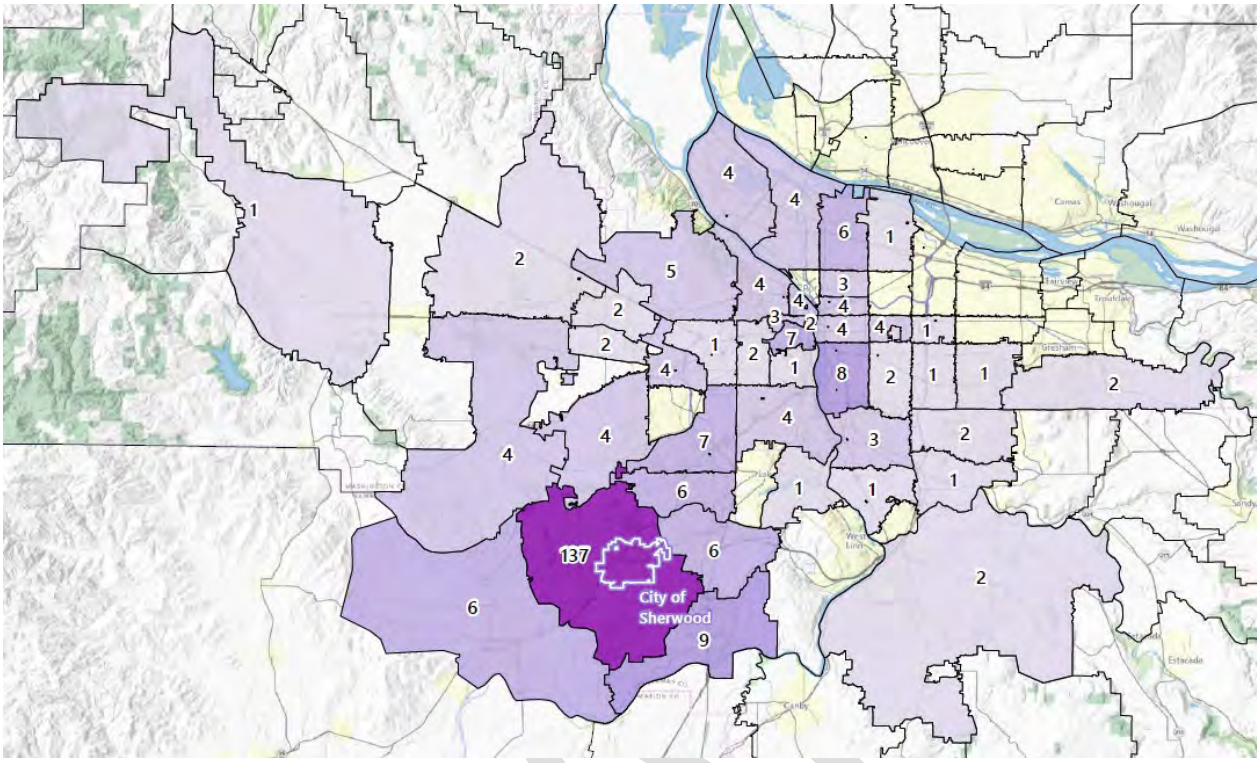
The survey included the following questions:

- After reviewing the Draft Urban Growth Report, is there something you think was not adequately considered in the report that you would like decision-makers to know about? (total responses=247)
- Which factors do you think are most important as a city prepares for expansion? Please rank in order of importance. (total responses=312)
- Please provide your comments on the Sherwood West proposal. (total responses=182)
- Is there anything else that you would like the Metro Council to consider as they make a decision about whether to expand the Urban Growth Boundary as described in the Sherwood proposal? (total responses=218)
- What do you most want to see preserved as greater Portland continues to grow? (total responses=340)
- What changes would you like to see as greater Portland continues to grow? (total responses=340)

Survey respondents were asked to provide their zip code. This question was optional, and 284 survey participants responded. More than 143 respondents submitted a Sherwood zip code.

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Figure 1: Survey respondents zip codes



Survey comments on the Draft 2024 Urban Growth Report and the Sherwood West concept plan

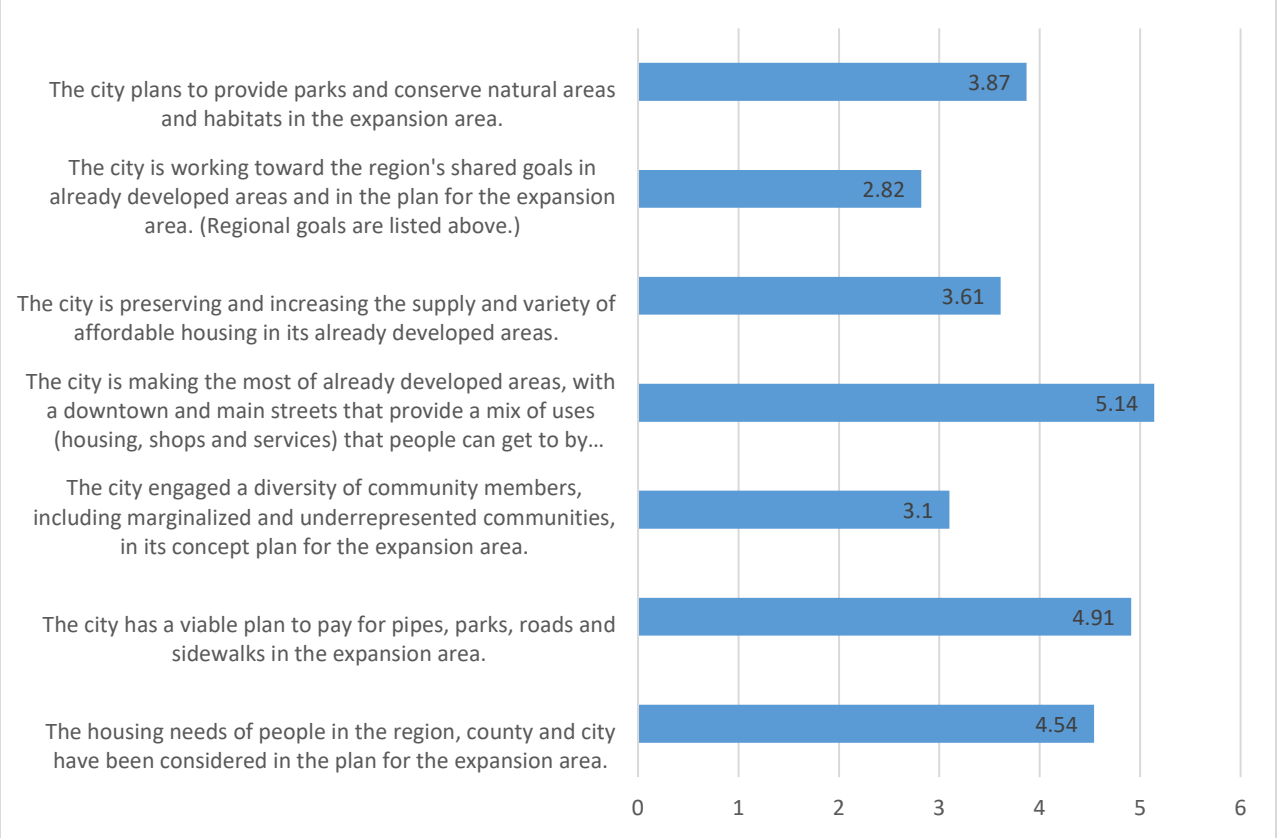
Survey participants were invited to review the City of Sherwood's expansion proposal and Sherwood West Concept Plan and/or the fact sheet summarizing the proposal. Key elements of the proposal were also summarized in the survey.

The survey included a summary of the factors Metro considers when reviewing an expansion proposal from a city and asked survey participants: **Which factors do you think are most important as a city prepares for expansion? Please rank in order of importance. (Total responses= 312)**

Survey respondents ranked the top three factors as most important. These factors are also reflected in the comment themes. The top three factors are:

- The city is making the most of already developed areas, with a downtown and main streets that provide a mix of uses (housing, shops and services) that people can get to by walking and rolling.
- The city has a viable plan to pay for pipes, parks, roads and sidewalks in the expansion area.
- The housing needs of people in the region, county and city have been considered in the plan for the expansion area.

Figure 2: Responses to: "Which factors do you think are most important as a city prepares for expansion? Please rank in order of importance?" (Total responses= 312)



The survey included three open-ended questions that elicited comments about the City of Sherwood's proposed expansion. There were very few comments on the Draft 2024 Urban Growth Report. The responses to the following three questions are summarized below by theme. For the complete set of comments see Appendices A-1, A-2 and A-3.

Q: After reviewing the report, is there something you think was not adequately considered in the report that you would like decision-makers to know about? (Total responses=247)

Q: Please provide your comments on the Sherwood West proposal in the box below. (Total responses: 182)

Q: Is there anything else that you would like the Metro Council to consider as they make a decision about whether to expand the Urban Growth Boundary as described in the Sherwood proposal? (Total responses=218)

Most respondents opposed the expansion or questioned the need for an expansion. The most frequently cited reasons for opposition were the loss of farmland, natural resources and traffic impacts, and concerns about the tax burden on existing residents caused by the cost of new

infrastructure. Commentors expressed a desire for Sherwood and the region to make use of land already in the UGB and questioned the need for the expansion or the entirety of the proposed expansion given the expected rate of population growth. Supportive comments emphasized the need for housing and some highlighted the demand for single family housing while others expressed support for the mixed-use development proposed in the concept plan. The following are a list of the prominent issues across the survey responses with sample comments that address each issue:

- **Make use of land in the UGB**
- **There is not a need to expand**
- **An expansion will exasperate traffic congestion and safety issues.**
- **Transit is needed**
- **Building and maintaining infrastructure for new development is too costly**
- **Preserve farmland**
- **Preserve and protect natural and historic/cultural resources**
- **Climate change impacts need to be considered.**
- **More land is needed for housing and to support the single-family housing people want.**
- **Support for the expansion proposal**
- **Engage the Sherwood community**

Make use of land in the UGB

- "We have an abundance of property that is currently in the boundary. Use that effectively and build up and not out. "
- "Sherwood Oregon has a near city wide ban on apartments. They should not be granted a UGB expansion before they show true need. Build some apartments Sherwood first!"
- "We need to cheerlead all residential development and continue to chop down fees and rules until we get a deluge of infill development. it will make our place more financially productive, affordable and livable."
- "To accomplish regional goals, and even to create a healthy Sherwood, we must develop existing land within the UGB so we can create financially and environmentally sustainable population growth."
- "Lastly, the City has not maximized the current boundaries for affordable housing and jobs."
- "Work on densifying existing neighborhoods instead of focusing on sprawl."
- "The transportation connections are poor, and our region has no shortage of buildable land already in the UGB. We need infill, not more fire-prone sprawl into farms and forests."
- "I encourage Council to be extremely cautious about expanding the UGB. We should focus on further developing our existing area within the UGB rather than expanding Sherwood at this time."

DRAFT

- “There is a plethora of empty warehouses and houses that can be renovated. Do this before taking any more farmland to build more buildings.”
- “The city has plenty of room for development inside city limits. In addition king city has already expanded and is working on developing a large residential area just down the road.”
- Rather than building more outside of the UGB, let's focus on creating better spaces on the land that's already allocated. Densify current areas, we don't need to increase sprawl more.

There is not a need to expand

- “I am all for growth in a measured & logical manner when the need arises. There is no evidence that supports an inclusion of this magnitude.”
- “Being a property owner in the proposed expansion area who farms the land this expansion pushes us closer to losing our lively hood. Developers are continually contacting us and wanting to purchase our property. We are not interested. This is a very large expansion request. Is all or any of this land really needed now?”
- “For the Sherwood West expansion plan that was submitted in 2016 doesn't reflect the more recent population decline. The concept plan should be scaled back to reflect more current data and the UGB expansion should be 50% the original submission.”
- “Sherwood, Wilsonville, and Tualatin are currently in the process of wasting one of the largest industrial sites already within the UGB by each separately seeking development, often on small, 10 acre parcels. At a time when some think the region needs more large industrial parcels, these jurisdictions are wasting a huge area, already within the UGB, that should be developed as a single unit.”
- “I suggest that the Metro Council take into consideration the dearth of expansion options being presented as further evidence that the demand for growth actually isn't there.”
- “Even the small baseline growth assumption seems optimistic. Developing suburban land will not create "affordable housing" in locations where it is needed.”

An expansion will exasperate traffic congestion and safety issues.

- “How will expansion and development of high density housing and business along this route between Roy Roger’s, Lebeau, Elwert, and Edy roads not contribute to further traffic issues and noise?”
- “A UGB expansion in a part of the metro area poorly served by transit and likely to be entirely car dependent does not align with any of our regions goals. As such, it’s unclear why it’s being considered.”
- “Most new families that would live in the homes planned would work elsewhere. Traffic congestion will increase.”

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- “Traffic on and off of Hwy 99 has major delays during rush hours. These conditions have persisted for years and will only worsen if all of Sherwood Wes tis brought in at this time. The City and County need to improve the capacity of Elwert Road,and it's Hwy 99 connection before adding so many homes.”

Transit is needed

- “However, people will want to get out of their neighborhood to access amenities, and there are not very many options for how they will do that. This makes living in the area less accessible for people with disabilities who cannot drive (like my own father) or younger people who cannot afford a car.”
- “Keep public transportation strong so I can go places. I work part-time and still drive car but not for long so please don't disregard the needs of older people like me.”
- “This project would make more sense if it was built in conjunction with a WES regional rail spur but it lacks a Right of Way reservation to build such a line.”
- “Sherwood has the right ideas in mind with mixed developments and alternative transportation but they need to take them further, transit being extended into Sherwood west should also be explored...”
- “Light rail expansion on the 99 corridor”
- “I’m nervous about continuing to focus on roads instead of public transit, and if we want housing to be affordable and Sherwood to be accessible to folks, it needs to move away from single family homes."

Building and maintaining infrastructure for new development is too costly

- “The sewer, water and gas lines have to be upsized downstream/upstream from the development and the current tax payer gets to pay for that.”
- “We aren't as dense and suburban neighborhoods don't pay for themselves in taxes once they start to require maintenance. If we built denser on our existing roads, we might actually have the tax base to support them.”
- “Based on the Sherwood West expansion proposal, I do not think that the City of Sherwood adequately demonstrates that infrastructure development is feasible.”
- “Also you are going to burden the current property owners with additional taxes for improving infrastructure, roads, schools, and fire stations that these 5,580 homes will require.”
- “The proposed infrastructure funding plan is vague at best. Relying on SDCs and ‘outside’ funding is insufficient. No expansion should be considered until there is a concrete committed plan for the infrastructure funding.”

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Preserve farmland

- "Consider where food will come from in 20 years if there are no farmlands to sustain the animals and crops."
- "The Report does not address the consequences of replacing fertile, productive land with houses and industry."

Preserve and protect natural and historic/cultural resources

- "Protecting historic and cultural resources."
- "Previously designated Title 13properties are now being planned to be light industrial with no thought for where the wildlife they are wiping out will go to."

Climate change impacts need to be considered.

- "The report did not consider the potential impacts of climate change, in terms of population increases in the Northwest due to cooler weather and water availability relative to other parts of the country, and also impacts of climate change on the wildland urban interface and how this could impact fire risk for the edges of the Portland area."
- "Is there consideration of preservation of trees and plants for carbon sequestration and other environmental benefits?"
- "We are in a climate crisis, and these trees help us by providing shade, sequestering carbon, preventing erosion, and providing wildlife habitat."

More land is needed for housing and to support the single-family housing people want.

- "...restrict supply and the inherent demand will cause price increases. If affordability is a key driver then ensuring adequate supply of land is fundamental to affordable housing."
- "Urban densities are reaching unsustainable levels. We have vast room to expand UGB's and we shod do so. Make a plan to double the amount of land available for residential development over the next 20 years."
- "We need more land made available for single family housing and just not for apartments."
- "I think Sherwood's specific analysis at the local level should be part of the Metro Council decision making. There's a strong argument to be made about where people want to live and work that doesn't always translate to regional land availability."
- We need to build more housing desperately and are not at risk of "overbuilding" - at worst this would reverse some of the run-up in prices due to past severe undersupply. I am in favor of allowing more housing to be built as much as possible.

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- "Expand the boundary the maximum amount possible! The region needs more single family homes-thousands more homes!"

Support for the expansion proposal

- "Creating more jobs than housing units would be a mistake. That said, I support the proposal."
- "Looking forward to more commercial zoning for jobs and businesses."
- "I'm in favor of development around the high school. Housing and mixed use should go into the surrounding acreage."
- "This expansion appears to be well thought out, and should be welcomed in the region. It is sad that the Sherwood West proposal is the only one."
- "I like the plan. I know there is an opposition group but there are those of us that support the plan too."
- "Don't let existing Sherwood residents vote down UGB expansions that are needed to help the region accommodate growth and affordability."
- "This expansion should have already happened before the School was built in 2015 - Newberg, Or has updated their area and we are left behind and deal with their traffic to Hillsboro"

Engage the Sherwood community

- "The Sherwood community needs to weigh in on the proposed north industrial zone."
- "Please consider the desires of the people who call Sherwood home."

Survey comments on about what is most important as the region grows and changes

Two survey questions asked for people to share their ideas about growth in greater Portland—what they want to see preserved and what they would like to see changed as the region grows. Responses to these questions are in Appendix A-4 and A-5. These comments will be considered in upcoming Metro planning processes, including the update to the region's vision and growth concept.

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COMMENTS VIA EMAIL, LETTERS AND PHONE

In addition to the online survey, residents, businesses and policymakers were invited to comment on the four city expansion proposals by letter, email and phone. Metro received 72 emails and no letters or comments on voicemail. A majority of the emails were submitted by Sherwood residents, landowners, agencies, elected officials and organizations with interest in the expansion. See Appendix B for the comment emails.

Supportive comment emails highlighted a variety of reasons for their support, including:

- More housing and more employment opportunities
- Addressing a lack of land supply
- Property owners who want their property brought into the UGB
- Sherwood' unique location providing an economic advantage

Comment emails in opposition highlighted a variety of reasons for their support, including:

- Loss of farms land
- Traffic congestion
- Tax burden of new infrastructure on existing residents
- There is enough land in the UGB
- Concern about concept plan not providing affordable housing options

Other issues raised include:

- Concerns about slope in expansion areas
- Input about the methodology of the draft UGR, including suggestions for different approaches to the buildable land inventory, population projections, and density estimates.
- Several comment emails encouraged Metro to use the high growth rate for population and employment.

WHO PARTICIPATED

Survey participants were asked to provide optional demographic information to help Metro know if participants were a representative group reflecting our diverse communities and a broad range of experiences in our region. Demographic groups that are underrepresented among survey respondents compared to the metropolitan Portland

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area demographics by 4 percent or more are highlighted in red. Greater Portland area demographics are sourced from the 2020 Census. *Demographic analysis to come.*

For complete demographic responses see Appendix A-6.

NEXT STEPS

The merits of Sherwood West's proposal will be the focus of policy discussions in the fall of 2024. Generally, decision-makers will consider whether:

- The housing needs of people in the region, county and city have been considered.
- Development of the proposed expansion area is feasible and supported by a viable plan to pay for needed pipes, parks, roads and sidewalks.
- The city has reduced barriers to mixed-use, walkable development in its downtowns and main streets.
- The city has implemented best practices for preserving and increasing the supply and diversity of affordable housing in its existing urban areas.
- The city has taken actions to advance Metro's six desired outcomes, with a particular emphasis on meaningful engagement of communities of color in community planning processes.

A final decision by the Metro Council on urban growth boundary expansion is expected in December 2024.

July 9, 2024:	Release draft UGR and appendices
August 22, 2024:	Public comment survey on draft UGR closes
September 5, 2024:	Council work session on COO/Staff recommendations
September 26, 2024:	Council holds public hearing on COO/Staff recommendations
October 1, 2024:	Council provides direction to staff at work session
October 14, 2024:	Measure 56 notices to property owners in proposed expansion areas
October 24, 2024:	35-day notice of proposed amendment to DLCD
November 4, 2024:	Postcards/report on potential impacts of UGB expansion on existing neighborhoods
November 21, 2024:	Council first reading of ordinance; public hearing
December 5, 2024:	Council second reading of ordinance; decision

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If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we've already crossed paths.

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Sept. 3, 2024

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APPENDIX A

Public comment online survey results

Q3 Read the Draft 2024 Urban Growth Report. Metro uses a wide variety of factors to assess whether there is enough land inside the greater Portland region's urban growth boundary for the next 20 years of job and housing growth. After reviewing the report, is there something you think was not adequately considered in the report that you would like decision-makers to know about?

Answered: 247 Skipped: 118

#	RESPONSES	DATE
1	The facts and informed opinions of the residents that are impacted by the growth plans.	8/23/2024 10:06 AM
2	Open up more buildable ground for affordable houses	8/22/2024 9:51 PM
3	Projections of growth are not lining up with actual. We are growing a lot slower, so back off.	8/22/2024 9:44 PM
4	How can you preserve farmland that borders the current UGB and not create urban sprawl w/no consideration to existing small business engaged in farming and farm related products	8/22/2024 9:38 PM
5	There is a large amount of unused land already in the UGB. This proposal is unnecessary and a wet kiss for developers.	8/22/2024 7:24 PM
6	Yes, that affordable housing is not created by shoddy buildings and neighborhoods made up of these shoddily built homes. The report does not address the current land built up by Metropolitan Land Group and how horrible these areas look. What once was beautiful farmland is now covered by what looks like Monopoly house pieces...all the same, no character, nothing denoting a neighborhood for families. Yet it's the goal to have this same company develop these new enveloped lands if the Urban Growth Boundary is expanded. Not a good solution for Oregon that is supposed to be green and an oasis of natural beauty.	8/22/2024 6:57 PM
7	There should be more plans for rezoning and growing up	8/22/2024 6:46 PM
8	All of it is inadequate! We have an abundance of property that is currently in the boundary. Use that effectively and build up and not out. You have not considered the impact to the people who live in the area regarding traffic with the addition of all the houses and business. This is the country/farmland and should be preserved as such!	8/22/2024 6:29 PM
9	There are a plethora of abandoned buildings and houses which can be renovated and utilized for future growth vs. continuing to take farmland, trees, and fields. Consider where food will come from in 20 years if there are no farmlands to sustain the animals and crops.	8/22/2024 6:28 PM
10	The 2024 UGR has implications for local government planning processes as Metro's subsequent distributed forecasts inform local Housing Capacity Analyses, Economic Opportunities Analyses, and Regional Transportation Plan modeling. The City of Hillsboro recommends Metro rely on a high population growth forecast to allow our region to be nimbler in addressing current and future housing and employment needs. The 2024 Draft UGR demand scenario 4 involves faster household growth in 2044 coming from increased in-migration of younger households, consistent with historic migration dynamics, who typically seeking multifamily and middle housing. Though younger households who migrate to the region by 2030, 2035, and 2040 may initially prefer multifamily or middle housing, many will continue to demand single-unit detached for their growing household size and other reasons. The City of Hillsboro recommends Metro add a new UGR demand scenario 5 that involves faster household growth coming from increased in-migration of younger households, consistent with historic migration dynamics, but with a larger percentage of single-unit detached to meet the demand during the next 20 years. Though the Draft UGR shows the region as having sufficient total industrial capacity, much of the industrial land supply consists of smaller parcels with an average lot size of 3.8 acres and a median lot size of 1.7 acres. The Draft UGR mentions there are only eight sites over 50 buildable acres inside the UGB that are available to the general industrial market. The final 2024 UGR should highlight the lack of sufficient large-lot industrial	8/22/2024 6:06 PM

	sites 25 plus acres in size available to the general industrial market. The final 2024 UGR should also highlight that less than 6% of the taxlots available to the general industrial market are medium-sized sites between 10 and 25 acres.	
11	No	8/22/2024 4:38 PM
12	The Executive Summary notes that “the cost of serving raw lands with needed infrastructure is a significant barrier to housing development.” Additional information should be added to the Summary and to the full report regarding the high cost of infrastructure maintenance.	8/22/2024 11:39 AM
13	That current retired property owners are getting taxed out of their homes the currently live in due to the infrastructure improvements needed when large developments go in. I understand that the developer installes the infrastructure within the development but not outside it, the sewer, water and gas lines have to be upsized downsteam/upstream from the development and the current tax payer gets to pay for that. The current tax payer also gets to pay for the additional schools and fire stations needed for these additional homes.	8/22/2024 10:11 AM
14	Per 1000 Friends of Oregon, there is currently land within the UGB that is not being developed due to lack of infrastructure. There isn't any infrastructure on the land the City of Sherwood wants to bring into the UGB either. Developers pay for roads, etc. directly in front of the housing they are building; however, they don't contribute anything to improve all of the arterial roads, Hwy 99W, etc. that become overburdened due to the thousands of people their developments add.	8/22/2024 2:52 AM
15	Protecting historic and cultural resources	8/21/2024 11:09 PM
16	The characterization of the mixed use as having unique characteristics for industrial use is way off base. To believe this seems to focus on the fact that the area is flat and undeveloped. It ignores a range of characteristics which make it unsuitable. 1. The land is sandwiched between neighborhoods to the south and west. A federal bird sanctuary lies to the immediate east. Farmland borders the area on the north. In fact the only reason it is undeveloped is it too is farmland. Finally BPA transmission lines go right through the center. If the thought that it will provide acreage for chip manufacturing, the City of Sherwood and Metro are just plain wrong. Do a little bit of research and you will find chip manufactures avoid electrical transmission lines due to the electromagnetic impact on chip fabrication. It is an ill considered scheme. It is not technically feasible for semi conductor manufacturing. In addition an industrial use would not conform with any of the current land use to the north, south, east or west.	8/21/2024 10:52 PM
17	Yes, in two areas. In "Planning amid uncertainty" in the executive summary, Metro does not include issues with the cost involved with the infrastructure and services of an expanded UGB. Cities in the metro area, and Oregon as a whole, are facing severe budget crises that all stem from over-expansion. We have built a large service area we need to provide infrastructure (roads, water, sewage) and services (police, fire, health) for, and cannot afford to. We have only gotten this far by deferring maintenance that is catching up to us. The Executive Summary also does not mention climate change once. We must pursue planning options that reduce GHG emissions. Lower-density housing leads to increased GHG emissions.	8/21/2024 10:47 PM
18	Pipe chicken Creek and add water quality facilities	8/21/2024 9:32 PM
19	there is plenty of land inside the current UGB, however much of it has locked up by garbage zoning and other rules that limits residential development's financial viability. we need to cheerlead all residential development and continue to chop down fees and rules until we get a deluge of infill development. it will make our place more financially productive, affordable and livable	8/21/2024 8:16 PM
20	I do not think the report factors in the restrictions on the land, such as existing power lines and the nature of natural wet lands. Power lines emit electromagnetic waves that greatly impact the manufacturing of microchips. Additionally, there are existing restrictions regarding industrial building on protected wetlands and their associated upland habitats.	8/21/2024 6:06 PM
21	The utlimate cost of the loss of farmland and natural areas. The proposal fails to understand the new realities and assumes more development is without this cost.	8/21/2024 5:50 PM
22	It ignores the opportunity for infill and densification of existing neighborhoods already within the UGB.	8/21/2024 4:55 PM
23	That growth has leveled off and the changing demographics of the area.	8/21/2024 4:22 PM
24	Yes, where is the money coming from for the infrastructure needed to support this proposed	8/21/2024 3:40 PM

	expansion? are builders and developers paying or are the taxpayers on the hook? In addition the discrepancy between the Growth report and the city of Sherwood projections justifying the expansion is hard to reconcile.	
25	Specifically in the Sherwood West expansion, the concept plan did not represent the will of the majority of Sherwood residents. 80% of residents did not want to see the level of expansion and were gravely concerned about how it would effect the livability and sense of community that already exists. There is no reason to add the entire amount into the UGB at this time, smaller more thoughtful expansion was never considered and the cost to add services to more of the rural portions of the reserve will be a huge burden to citizens, despite the city claiming it will not.	8/21/2024 2:58 PM
26	What's the plan to pay for the upkeep of all these new roads and sprawling infrastructure? Portland's budget is much larger than Boston's despite a smaller population in large part because we aren't as dense and suburban neighborhoods don't pay for themselves in taxes once they start to require maintenance. If we built denser on our existing roads, we might actually have the tax base to support them.	8/21/2024 2:35 PM
27	Is there consideration of preservation of trees and plants for carbon sequestration and other environmental benefits?	8/21/2024 10:54 AM
28	Land developers don't care.	8/21/2024 8:33 AM
29	Save farm land	8/21/2024 7:10 AM
30	No	8/20/2024 11:35 PM
31	Congestion is already a problem along Roy Roger's Road as it runs into Sherwood and connects to Highway 99. How will expansion and development of high density housing and business along this route between Roy Roger's, Lebeau, Elwert, and Edy roads not contribute to further traffic issues and noise? The growth projections Sherwood has provided to support this expansion are not consistent with the growth trends and true projections. As an example, the new high school was built to accommodate continued growth based on inflated projections. We now will see declining enrollment starting in just a few years. The school is struggling with budgets for the first time in years as the community is saddled with paying down the debt incurred to build a school that is proving to be too large. The housing need for the Portland Metro area is entry level to lower income affordable housing. Sherwood has become a more affluent community and is not conducive to development that will attempt to be affordable. Finally, there is no historical precedent for such a large expansion for this area. All of the above points would support reevaluation of the request to right size it for the true need for the community and support measured growth as opposed to an explosive expansion that could contribute to already tough traffic issues that impact Sherwood and the surrounding communities of Washington County.	8/20/2024 7:43 PM
32	Is property owners in Sherwood we favor the mixed use plan for Sherwood West on Kruger Road above Sherwood High School.	8/20/2024 6:24 PM
33	The amount of land proposed to be added into the urban growth boundary is staggering. Turning farmland into light industrial is sad. Sherwood still has large amounts of land available in the current boundaries. Elwert road is unsafe at its current speed limit and traffic congestion is already an issue with frequent accidents.	8/20/2024 6:21 PM
34	No	8/20/2024 6:19 PM
35	Sherwood protected land should not have zoning changes to allow for industrial growth	8/20/2024 5:00 PM
36	Traffic safety	8/20/2024 4:53 PM
37	Providing larger single family lot sizes in expansion.	8/20/2024 4:49 PM
38	The rate of growth in Sherwood area is not as substantial as the large proposal for 1291 acres, has anyone thoughtfully analyzed how long it would take to fill all the proposed housing.	8/20/2024 4:48 PM
39	Expansion for the sake of expansion. If they build it, they will come often untrue.	8/20/2024 4:25 PM
40	Sherwood area is not ready for this type of development	8/20/2024 4:20 PM
41	Quite a bit, actually. What is needed is a broader, more region-wide perspective, not mere kowtowing to Sherwood's empire building. It is not clear why Metro appears to be pushing this effort. Sherwood has ample undeveloped land within the city now, and has -0- interest in	8/20/2024 4:18 PM

	accommodating affordable housing anywhere. The northwestern portion of the proposed UGB expansion encroaches unnecessarily-almost gratuitously-upon successful agricultural operations whose success is closely linked to their rural setting. Again, it is hard to understand how or why Metro seems to have bought in on this weak, and destructive, proposal.	
42	Recognizing that the Willamette Valley is one of the richest soil areas in the world. We can increase growth inside the UGB and save our PRECIOUS farmland s	8/20/2024 4:10 PM
43	Do not expand the growth boundary in Sherwood where the high school enrollment is declining. Focus efforts on revitalizing Portland legacy neighborhoods and existing under supported schools.	8/20/2024 4:03 PM
44	There are a lot of items that we are questioning. They have been and will be submitted separately. Lot's of that data and other information is very misleading and/or obsolete and based on false assumptions.	8/20/2024 3:52 PM
45	Sherwood had enough land to build homes and businesses and industrial buildings without expanding the urban growth boundary	8/20/2024 3:52 PM
46	Expansion to the west without proper funding, study of the transportation costs including the costs of crossing fish bearing streams, condemning farm/wine property is in appropriate. Expecting the developers and existing landowners to bear the cost of development and hoping for federal funding for road improvements is narrow sighted.	8/20/2024 3:46 PM
47	The proposed plan *looks* like spraw. Even with the green spaces in the plan, there seems to be little to consideration for walkability or residential services. Also there seems to be inadequate consideration for the amount of traffic this will introduce on Elwert.	8/20/2024 3:46 PM
48	I'm concerned not enough consideration is given regarding available lands that the current owners aren't willing to sell, putting upwards pressure on land prices.	8/20/2024 3:31 PM
49	Yes, the Sherwood expansion plan is not proportional to the needs of the area and sustainability of agricultural lands. The numbers don’t add up.	8/20/2024 2:53 PM
50	The student enrollment decreasing which should be considered when planning on an unnecessary new school.	8/20/2024 10:54 AM
51	Yes, I'd like to see rail right of way reservations within the urban growth boundary area expansion. An exclusive ROW reservation is easier to set aside before development.	8/19/2024 6:09 PM
52	Use the land that is already inside the UGB first. No more tax increased and increased traffic please.	8/19/2024 12:45 PM
53	It’s incredibly disappointing that the report makes zero mention of the impact of the Urban Growth Boundary to will totally undermine any efforts to address climate change. Metro continues to ignore the science, and push for expanding car infrastructure and sprawl. We are poisoning the planet, and this action will massively increase GHG emissions.	8/18/2024 8:37 PM
54	There needs to be greater emphasis on increasing density and building up, not out	8/18/2024 8:30 PM
55	Traffic, it’s horrible and adding more houses is not keeping the town of Sherwood a great place to live	8/18/2024 7:01 PM
56	The report makes no mention of why the city of Sherwood needs to expand outward further from "Downtown Sherwood" and across 99W rather than upzoning and developing further around central services of community like libraries and grocery stores.	8/18/2024 5:10 PM
57	Sherwood has a ban on new apartment development in most of the city. Allowing an expansion of the growth boundary to this level when we are in a housing deficit will do nothing to alleviate the problems. Start with allowing these developments before agreeing to expand the growth boundary	8/18/2024 3:42 PM
58	Do not go forward with Sherwood West plans!	8/18/2024 3:25 PM
59	Greater enforcement of the UGB, do not allow Sherwood to violate it.	8/18/2024 2:25 PM
60	Sherwood Oregon has a near city wide ban on apartments. They should not be granted a UGB expansion before they show true need. Build some apartments Sherwood first!	8/18/2024 2:25 PM
61	No one wants to ask the hard questions about where the water will come from to support all this new development. We need to encourage businesses to choose small towns that have	8/18/2024 1:21 PM

	lost their timber jobs. Stop over-crowding the metro area.	
62	The complete wreckage of the farmlands, farm stands, community farm activities, scenery, peace, quiet, and character of the rural SHERWOOD community if the UGB were expanded in this way. Stop trying to make Portland better by absorbing everything around it to be ruined like Portland has been.	8/18/2024 1:20 PM
63	The fact that we do not use the existing UGB wisely.	8/18/2024 1:11 PM
64	Sherwood has an apartment ban yet wants to expand their growth boundary. This is counteractive to our housing and density goals in the Portland metro area. I ask that the council deny their UGB expansion in favor of more density within the current Sherwood city limits.	8/18/2024 12:49 PM
65	How are you going to ensure affordable housing goes to younger people without it being considered discrimination? Are you going to limit it to only Oregonians allowed to buy it?	8/18/2024 12:29 PM
66	Cities in Washington County maintain apartment bans across the overwhelming majority of residential land. Instead of lifting that ban, and finally allowing for adequate housing production, they insist that we must sprawl into more natural and agricultural land. Metro must ensure that there is a 20 year buildable lands inventory, and instead of fulfilling that through granting yet another irresponsible expansion of the UGB, it must exercise it's immense authority and compell cities to legalize more housing in existing residential areas closer to good transportation, job centers and amenities. Metro must also use its weight to compell cities to cut red tape that present a barrier to housing production, speed up permits, reduce discretionary processes, reduce permit fees and SDC charges.	8/18/2024 11:49 AM
67	This report inadequately considers the fire risk, climate impacts, and regional transportation connections for this plot of land. The notion that Metro is considering allowing more southern-California style sprawl in area with very poor automotive and transit connections in 2024 is deeply frustrating. As the last several weeks of media reporting have revealed nationally, this type of development will not be insurable in the coming years. Metro needs to think forward and better realize the context in which it is making this decisions. Developers want more land: not Oregonians.	8/18/2024 11:27 AM
68	Yes, better roads to handle the traffic.	8/18/2024 9:40 AM
69	What the decision makers already know and must reconsider, dense housing is not good for young families! There’s no place for kids to have a yard and play or have a garden. These homes are an eyesore to the landscape. It’s all about money and not the people. These home are NOT AFFORDABLE.	8/18/2024 7:48 AM
70	The area of Sherwood West is great farmland and wineries that make our city unique. While some development around the high school may be necessary, the Sherwood West concept asks for more expansion than is needed to support our community.	8/18/2024 6:28 AM
71	I think whoever has been making decisions for Sherwood has been doing a horrible job. I’d like to see more independent and family run businesses, not more hotel chains, restaurant chains, etc. I don’t think rapid growth is the right way to approach the future. Sherwood should be investing in what we currently have available in town, people who are interested in starting businesses. Preparing for challenges of the future should be the focus. Not continuing to expand. That will not solve anything, it will just make the problems we already have worse.	8/18/2024 1:08 AM
72	Don't build more homes, save our farms, and improve on what we have already	8/17/2024 8:46 PM
73	I don't see strong consideration of the potential downsides of each plan. If housing is underbuilt (because the area grows more than expected), the consequences are very bad - house prices rise again, families are priced out, people lose their housing, etc. But if we build more housing than necessary, the consequences are not so bad - we are just future proofed and ahead of schedule, dropping housing prices even more.	8/17/2024 2:48 PM
74	There are many types of housing and according to our governor, we need to address them all. When I move to Sherwood 20 years ago, I had three children and was able to find a house that has worked for us . If all that was available were apartments, or high density housing, we would not have moved to Sherwood. We need to have houses that young families can afford, perhaps creating a land trust like in Medford. I understand some that some people want to stop all development, but I believe that that will cause our beautiful schools to be empty and result in us needing to accept students from a larger area. This will have a detrimental effect on not	8/17/2024 9:10 AM

	only our community, but we would most likely attract the best and brightest that could afford to be driven to Sherwood everyday. This would diminish schools in the surrounding areas. We also typically lose people who no longer have children in the schools. We need a place for them to have affordable housing that is smaller so that they do not need to leave their social circles.	
75	The importance of preserving natural areas	8/17/2024 8:27 AM
76	I think that small outlying areas like Sherwood need to remain small. We moved here to a smaller city because we didn't want traffic and houses and excessive growth.	8/17/2024 8:02 AM
77	Climate change and public transit/alternative transit should be of utmost importance.	8/17/2024 5:18 AM
78	Zoning needs to stay where its at	8/16/2024 11:03 PM
79	How valid are your growth models? Internal and external growth appeared stalled.	8/16/2024 9:31 PM
80	I do not think that the impact of adding space as per the Sherwood plan addresses the congestion problems that will worsen or the impact on quality of life in the area.	8/16/2024 4:23 PM
81	Adding urban growth in areas lacking efficient transportation options only creates more expensive local long term costs and declining quality of life	8/16/2024 4:23 PM
82	Population in the Portland area is going down and continued to go down. We do not need to expand so much.	8/16/2024 11:44 AM
83	current roads are not capable of supporting new housing neighborhoods	8/16/2024 7:35 AM
84	Provision of shovel-ready, buildable land for housing and jobs for the next 20 years.	8/15/2024 1:41 PM
85	Growth in the Sherwood direction seems haphazard	8/14/2024 1:08 PM
86	Landowner rights near urban growth areas	8/14/2024 7:01 AM
87	There is a lot of unoccupied space in downtown Portland and surrounding areas. The economy is not in a good position now, no one can afford to purchase a house or pay the high price of rent.	8/14/2024 5:31 AM
88	No. I 100% oppose the expansion of the urban growth boundary	8/13/2024 10:06 PM
89	It says one of the goals is to protect farmland but yet everywhere I look I see more and more land being turned into industrial buildings and houses. So many farms have been lost and it is disappointing to see.	8/13/2024 7:54 PM
90	i am opposed to the Sherwood West Concept Plan, as there is not infrastructure in place to support growth of that size at this time.	8/13/2024 4:45 PM
91	I do not think the Sherwood population is growing as rapidly as stated there is enough housing to sustain growth	8/13/2024 4:06 PM
92	Stay out of Wilsonville	8/13/2024 1:58 PM
93	More transparency of Metro projects. We have a few near us and it’s difficult to get straight answers.	8/13/2024 12:55 PM
94	People need to know what the cost (not the money) is to our community when we just keep building and building and building and taking away land from people that don't want to give it. You have wildlife with nowhere to go but in the neighborhoods then people get upset they are in the neighborhoods you wonder why food is so expensive and unhealthy and it's because with every new community you have less area for farms which means our food comes from further and further away and you have no idea how it gets there or who grows it. Building more shouldn't be the only option.	8/12/2024 6:13 PM
95	Urban densities are reaching unsustainable levels. We have vast room to expand UGB's and we shod do so. Make a plan to double the amount of land available for residential development over the next 20 years. Stop trying to cram ppl in tight places. Fix it now before all the counties decide to annex into Idaho.	8/12/2024 5:29 PM
96	Funding and impact of non taxpayers on quality of life	8/12/2024 4:44 PM
97	Yes, not adequately thought out.	8/12/2024 10:01 AM

98	If Portland area can't enforce the crime there is now why grow?!? ! How about we clean up what is the problem now: homeless, drugs, etc Then when that's taken care up perhaps talk about growth. But why talk about growth when crime is through the roof with what's there now?!?!	8/12/2024 7:23 AM
99	Citizens of Sherwood are not opposed to growth. We are opposed to frivolous spending on endless, poorly planned suburbs that are not supported by current growth patterns and predictions	8/11/2024 8:32 PM
100	PRESERVE GREEN SPACES.	8/11/2024 8:15 PM
101	I need more park with big trees, MORE BIKE LANES, less cars, there is nothing of that	8/11/2024 2:32 PM
102	Traffic congestion already exists on Sunset due to new high school and turn restrictions onto 99 from Brookman/chapman. The neighborhoods back there are not all built out so we haven't seen the true impact of that traffic. It is already very difficult with the existing population adding more houses and more cars is not going to help.	8/11/2024 10:27 AM
103	The most basic of economic theory is supply and demand: restrict supply and the inherent demand will cause price increases. If affordability is a key driver then ensuring adequate supply of land is fundamental to affordable housing.	8/11/2024 8:18 AM
104	We need more land made available for single family housing and just not for apartments.	8/10/2024 11:46 AM
105	Impact on agricultural, wildlife and wetlands.	8/10/2024 10:36 AM
106	Family size is declining. Discourage large house development by charging higher fees and taxes for houses greater than 2300 sq feet.	8/10/2024 9:58 AM
107	Don't steamroll new development...require government agencies to actually and actively listen to citizens. So often over the years I've seen city councils hold meetings for public to share thoughts, but it is very obvious that a plan has already been decided on and nothing residents say is taken into consideration. Most recent example is in King City where a residential street will soon be turned into a major, multi-lane road, destroying the neighborhood with too much traffic and making it a major thoroughfare.	8/10/2024 7:37 AM
108	Many people want to own their residence or live somewhere single-family. Statistics show that kids have higher achievement if they live in a regular home as compared to an apartment. That said, the low number of single-facility homes planned doesn't line up with the priorities/preferences of residents, nor what is best for the next generation.	8/9/2024 11:15 PM
109	Have you population projections taken into account that so many people are moving out of Oregon?	8/9/2024 5:50 PM
110	As updated projections for growth shows a downward trend particularly with the enrollment of the relatively new Sherwood High School at cost of aproximately $248 million financed by taxpayers. The proposed Sherwood UGB plan if approved will again significantly impact taxpayers as well as displace current residents. Smart, prudent and realistic planning for growth is much needed. Otherwise, grabbing large parcels of land with current and productive uses in one fell swoop will have dire immediate consequences as well as unintended consequences in the future.	8/9/2024 11:13 AM
111	Impacts to natural greenspaces, waterway management.	8/9/2024 9:51 AM
112	It is painful to see "decision makers" who see vast developments as necessary instead of using the less desirable land that is available or at least not develop in patches that can be sub divided. Reserving the nature we have is important. As a native Oregonian we do not want Califonication…Mass sprawls of urbanized land. Gentrifying of old neighborhoods should happen before expanding.	8/9/2024 9:32 AM
113	Do not expand the proposed Sherwood area plan, too much traffic causes people to take country roads not built for this high volume traffic. It is causing dangerous situations with high speeds and too much volume on roads not built for this much traffic.	8/9/2024 6:58 AM
114	No	8/8/2024 9:04 PM
115	Oregon is changing many say. Lower population =charm. Higher population =more crime	8/8/2024 8:18 PM
116	Think about cleaning up what you have and not creating more that you can't take care of	8/8/2024 7:45 PM

117	Impacts of Climate change	8/8/2024 7:45 PM
118	The necessity of preserving farmland	8/8/2024 7:05 PM
119	Stop the sprawl	8/8/2024 6:28 PM
120	Keep land as is no more commercial growth	8/8/2024 6:24 PM
121	You are pushing out small family farms by expanding the urban growth boundary.	8/8/2024 1:58 PM
122	I think Sherwood's specific analysis at the local level should be part of the Metro Council decision making. There's a strong argument to be made about where people want to live and work that doesn't always translate to regional land availability.	8/8/2024 1:04 PM
123	no	8/8/2024 12:02 PM
124	I am very against the tall high rise forms of living. The people that buy them are childless. Single family homes need to be focused on. As large companies come this way, Sherwood, the employees come for the schools, and they have kids. Our schools are emptying because there are no children coming up the ranks. It is very sad and the schools get paid per child enrolled. We build all of this for the now, but not for the duration.	8/8/2024 11:42 AM
125	The report seems wise and carefully written to me.	8/8/2024 11:25 AM
126	If the population is slowing or declining why should the boundaries be expanded? Sherwood does not have the infrastructure for expansion. The roads are overcrowded now.	8/8/2024 11:04 AM
127	Traffic and dense housing increases school crowding	8/8/2024 10:47 AM
128	How about we grow in the surrounding communities outside of portland? Office space downtown is empty, people are fleeing the city yet we want to rip and build on fatmland	8/8/2024 9:54 AM
129	I think we need more responsible growth. We keep building more while there are buildings sitting empty for years. Sherwood theater has been empty the old Hagens building in Tualatin also has been empty for several years as well as my others. Maybe before expanding one should consider repurposing existing buildings.	8/8/2024 9:42 AM
130	I can see wanting to expand the boundary to the north or SE. Tigard, Tualatin or Wilsonville will want to grab that space. There doesn’t seem to be a push from the west or Sw for that space. Need to not spread to far too fast. IMO	8/8/2024 9:37 AM
131	Not considering what is best for us in Sherwood. We like small community living. Stay away !!!	8/8/2024 8:49 AM
132	I think there are other places, for example West Lynn or Wilsonville that already have the beginnings to your urban sprawl. There are just too many roads that are congested and it’s becoming Los Angeles quite frankly disgusting. Please leave some of the cities in Sherwood Canby etc., so that we can have rural areas and people that want the countryside feel. Leave them alone.	8/8/2024 7:14 AM
133	it seems clear that the statistics regarding growth (population and growth) indicate that expansion of UGB is not needed at this time. The Sherwood West proposal is the product of a few influential politicians and developers, and is not the desire of Sherwood general population.	8/7/2024 8:21 PM
134	Does not consider the exodus of people from Portland to Washington due to higher and higher taxes; recent layoff statistics and declining population does not justify the need for expansion of the UGB; no indication of jobs to be created by each business when AI and automation are replacing workerrs	8/7/2024 7:57 PM
135	we don't need UGB expansions, there are so many places for redevelopment, and developers are making way too much money, create a local lending program for building affordable housing, and for wealth building for communities of color	8/7/2024 4:34 PM
136	It looks like a good plan.	8/3/2024 8:26 PM
137	Historical aspects, the heritage of native people, the preservation of land that may contain artifacts, minerals or be of historical importance. Or, significant & with a legacy of those who came before us. The rights of farmers, especially, families who have been tending to land (much of it which could be considered some of the best in the nation for agriculture) & animals for generations. Also, the Native Americans heritage & culture as many areas in Oregon have artifacts (that can easily be missed, discarded or ignored), historical & cultural symbolism & importance.	8/3/2024 12:50 PM

138	OR 99W and Sunset Blvd intersection needs a traffic study before the UGB is expanded, not after.	8/2/2024 11:42 PM
139	There are lengthy discussions about housing and industrial building, but no mention of commercial amenities close to housing. It would be nice to have restaurants that are not in strip malls and are more integrated into each neighborhood (like old Portland, with small stores, eateries, service stations among the neighborhoods). Feels less like SPRAWL.	8/2/2024 3:13 PM
140	The land that is left for residential development isn't always workable for builders. Sometimes the land, although surrounded by neighborhoods, cant gain utilities. Or the transportation plan doesn't match the development needs of the city. I'd like to see more opportunities in Tigard, Beaverton, Bethany, and Hillsboro.	8/1/2024 12:31 PM
141	No	7/31/2024 8:37 AM
142	Decide on buildable land areas based on _middle housing_ options, not single-family zoning!	7/30/2024 7:44 PM
143	Unfunded past needs.	7/30/2024 8:55 AM
144	the public is appalled at the appearance of high density neighborhoods. people are leaving Portland becasue if the fixation on density and the lack of senior living options. The public seeks more diversity in housing choices and more complete neighborhoods.	7/30/2024 7:14 AM
145	The urban growth boundary is one of Oregon's most valuable assets. Preserving this boundary in spirit and in substance is critical to this state being the place people choose to live.	7/29/2024 11:48 AM
146	not at this time.	7/29/2024 9:35 AM
147	The consideration of houses not being available or owned by residents. It doesn't do any good for the community if corporations or individuals are purchasing homes to use as rentals or other money making ventures.	7/29/2024 7:48 AM
148	no need to expand ugb, make esisting city more dense	7/28/2024 12:50 PM
149	Climate change, both how to mitigate it in the urban area as we grow, and how to reduce everyone's carbon footprint through planning.	7/28/2024 8:34 AM
150	Yes. There's a housing crisis. Homes are unaffordable. Supply is not matching demand. We should strive to have the same housing affordability as Michigan, not just accept that the west coast is expensive. We made it this way. We need to adopt the if we built it someone will live in it and build until the affordability crisis is abated. This report does not address the immediate needs nor total volume of new housing supply with the urgency the problem deserves from an organization that has the power to make a difference.	7/25/2024 7:17 PM
151	It looks pretty good	7/24/2024 5:33 PM
152	Yes. I have several concerns and oppose approval of the proposal: 1. The City of Sherwood failed to plan for traffic infrastructure related to the proposed growth, making the plan unfeasible. 2. The proposed industrial zone has large swaths of area that are designated at Title 13 upland habitat. The plan does not address this major barrier and operates on an assumption that the designation can be removed or does not apply. 3. The proposed industrial zone has a 500KV transmission line running diagonally through a central segment contemplated for large-scale development. Use within the easement is extremely limited (parking lots, containment ponds and the like), making the area not suitable for industrial development. 4. The area is not suitable for chip and other similar types of manufacturing due to EMI (electromagnetic interference) from the transmission line. 5. The proposed industrial site is in the gateway to wine country from Hillsboro and Beaverton, threatening the agricultural use that is a major benefit to Oregon's economy. 6. The proposed industrial zone is in close proximity to the Tualatin National Wildlife refuge, raising additional concerns about environmental pollutants in this ecologically sensitive region.	7/24/2024 3:55 PM
153	I agree with Dr. Gerard Mildner, Professor Emeritus of the PSU School of Business who makes these important points: 1) Metro should reject the staff's Draft 2024 Urban Growth Report. High housing costs are real. Working at home (now 24% of workers) requires larger housing units, not smaller ones. The existing UGB includes a lot of hard-to-develop parcels, as well as private zoning that prevents middle housing. 2) In the draft, staff argues that "fertility rates in Oregon are below replacement, so high population growth only comes from attracting younger workers. Younger workers choose multi-family locations. And more multi-family apartments	7/24/2024 11:56 AM

	means less acreage needed within the UGB. Hence, no need to expand the urban growth boundary..." There are two problems. First, multi-family housing is more expensive on a per square foot basis: Two-story apartments are the lowest cost form of apartments. Five-story construction like we see in Beaverton and East Portland require rents about 50% higher to justify construction and dominate when land costs are higher. True high-story using steel and concrete (or massed timber) requires a further 50% premium in rents, and dominate in downtown Portland. Hence, Metro is exposing us to further increases in housing costs. However, housing prices are never discussed in the Draft Urban Growth Report. Staff applies their engineering metrics of people per hectare, and ignores economics. Second, people age and have families. While it's possible to recruit college graduates to move to the region, the individuals seek larger housing units as they age. The 22-year old who arrived in 2024 will be a 42-year old at the end of the planning period. And as we discovered during the pandemic, single-family homes offer great opportunities for home offices, bedrooms for relatives, and backyards for children. We need to factor in that people grow up.	
154	I can see making a special exception for UGB in the case of Intel or another massive commercial project that's going to inject billions of dollars into our local economy. But that's the only exception. Suburban sprawl is a proven GDP killer. I have found the website Strong Towns to be immensely helpful in explaining to people why suburban sprawl is actually bad for economic development in the long run	7/24/2024 7:32 AM
155	It seems Sherwood will need more housing and mixed use high-end shopping areas for its residence. Already housing prices are high because there is a shortage in the area.	7/23/2024 9:20 PM
156	Denser Development	7/23/2024 8:54 PM
157	This report shows we have a shortage in housing and employment land and we need to continue to grow in a way that enables quality of neighborhoods, affordability and attract businesses. We need to continue to grow to be healthy.	7/23/2024 8:30 PM
158	The low value of subjective assessments of the types of growth that will occur in the future. Footnote 3 on Page 38 relies on jurisdictions own estimates of what kind of demand for housing there will be in the future, despite the noted clear market incentives to the contrary. Middle housing has only really been available for a few years, and that period has been heavily punctuated by the pandemic. The real impact of those changes will take decades to see, and subjective information about past growth patterns have little value in the face of the newly unleashed market demand that will, under all other scenarios, drive new growth. This is especially important to consider when every other scenario for growth supports Metro's policy goals. Finally, I find it very strange that only a single small city in the region has interest in expansion. Either that city is misinformed about actual demand (a "hospitality zone" in Sherwood, really?) or every other jurisdiction in the region has completely missed the boat. I think I know which is more likely. I suggest that the Metro Council take into consideration the dearth of expansion options being presented as further evidence that the demand for growth actually isn't there.	7/23/2024 6:39 PM
159	The estimates assume many things, but do not factor in new work from home models, AI impacts on work models, or any other forward looking assumptions.	7/23/2024 6:19 PM
160	By enlarging growth boundary you are taking away areas which are now rural and small woodlot areas enjoyed by middle class and lower class families and replacing them with small apt, house lots. The gap between the wealthy obama like estates and what you want to do will increase. And which group do you belong to?	7/23/2024 3:19 PM
161	I agree that the boundary should not be expanded and we should work to improve the existing land	7/23/2024 3:14 PM
162	Taking into consideration the land and low traffic needed in agriculture areas where you have animals, large machinery, etc which is impacted by bringing in commuter roads.	7/23/2024 2:12 PM
163	Severe traffic problems with overburdened road systems in Sherwood Oregon and SOLUTIONS before even considering growth outside the current urban growth boundary. No need for industrial growth outside of current growth boundary - extensive options along Tualatin Sherwood Road. Adequate development land within the current Sherwood boundary.	7/23/2024 12:06 PM
164	The need for farmland is critical. Other than a gratuitous statement of its value, the Report does not address the consequences of replacing fertile, productive land with houses and industry. Build those structures on poor soil, where farming is not tenable. This should be addresses in the Report.	7/23/2024 11:17 AM

165	A UGB expansion in a part of the metro area poorly served by transit and likely to be entirely car dependent does not align with any of our regions goals. As such, it's unclear why it's being considered	7/23/2024 2:36 AM
166	I think the zoning is way too aggressive, I think we need to honor what Tom McCall wanted for Oregon. I don't believe creating more homes is going to create housing that is more affordable. Supplies are too expensive and resources are limited. I think if we randomly infill without thinking ahead, then we're just going to be damaging Oregon as a state. I think we need to address infrastructure rather than just letting infrastructure motivate us to improve it based on building more homes. No toll without a vote. Let's stop copying municipal code in California and let's get with with the program on why people are moving out of California. Environmental first!!	7/22/2024 3:06 PM
167	Building designs with the change in climate in mind.	7/21/2024 10:35 AM
168	The area is losing residents. There's no reason to extend the growth boundary.	7/21/2024 9:00 AM
169	Looks good to me, just want more density	7/20/2024 9:12 PM
170	Do not expand the urban growth boundaries anymore. We have enough land within their current extent to build densely. This will preserve open spaces and discourage car usage which is bad for the environment; it will also encourage transit usage which is the way of the future.	7/20/2024 7:38 PM
171	No	7/20/2024 7:41 AM
172	Inclusive community engagement; conducting an equity assessment on the concept plan	7/19/2024 4:15 PM
173	Not enough work was done to analyze changes in policy that encourage veritcal growth and density in the existing lands. The report focused on unused/available lands, which is not the only way to change policy and discourage sprawl through UGB expansion.	7/19/2024 2:06 PM
174	First, if manufacturing jobs represent only 10% of total non-farm jobs in the region, why so much emphasis on it instead of prioritizing other sectors? Second, is there any study of the effects UGB growth causes on air and water quality? Pollution is a crucial factor to consider.	7/18/2024 12:03 PM
175	Residential RV parks and mobile home parks can be a very useful tool for lower income housing, but they are prevented in many communities and not mentioned in the reports	7/18/2024 6:16 AM
176	There is too little consideration for watershed restoration in suburban areas. At this stage in development it would still be easy for us to reclaim riparian areas and sections of streams with free flowing water and designate them for public use. If we wait twenty years more of that land may be covered with pavement or sterilized of natural habitat.	7/17/2024 11:12 PM
177	TRAFFIC 🛑	7/17/2024 6:04 PM
178	The report claims that more land is needed for "welcoming families". Aside from the city of Sherwood targeting employers not residential development, the claim that there isn't enough land for either is absolutely false. Look at the development adjacent to the Tualatin-Sherwood highway. It's all auto-centric, low-rise sprawl surrounding a wide highway that only induces more driving. Even the high school is auto-dependent. If Sherwood (and the rest of Oregon and the US) developed in a similar pattern as before the car dependent suburban experiment, there would be plenty of land available for new businesses and families. Instead of looking to reverse the mistakes of the past 5 decades, Sherwood is just trying to continue the auto-dependent development. The city is claiming that they need space for all type of housing and that land scarcity is driving up costs. That's baloney. The suburban development is what's made land scarce because of inefficient use. And an efficient use of land will make land available for housing. Just not the typical suburban single family detached housing. And while the state mandates sidewalks and bike lanes, it doesn't mean that they'll be used when the destinations are far apart and the environment is hostile to the development. Finally how does all this need take into consideration the development going on in King City, Hillsboro, etc.? If you're only looking at Sherwood in a vacuum, then you are missing the cumulative impacts of development as well as trying to steal jobs from surrounding communities.	7/17/2024 2:18 PM
179	The will of the people who live here.	7/17/2024 2:00 PM
180	This expansion creates too much low density housing. If the proposal is serious about creating more housing and jobs it should only include space for multifamily housing that can be mixed with commercial spaces. We need more NW 23rds not more Lake Oswegos.	7/17/2024 9:20 AM

181	No. Please approve it	7/16/2024 11:18 PM
182	For Sherwood to maintain its quant quiet small country town feel it cannot continue to sprawl out into the countryside that makes Sherwood what it is. There is enough space currently in the city that should be reimagined and redesigned to support more homes and people	7/16/2024 8:46 PM
183	The report did not consider the potential impacts of climate change, in terms of population increases in the Northwest due to cooler weather and water availability relative to other parts of the country, and also impacts of climate change on the wildland urban interface and how this could impact fire risk for the edges of the Portland area.	7/16/2024 8:26 PM
184	Plan more roads. Stop allowing destruction of natural area and trees and require trees be preserved as well as more planted instead of grass.	7/16/2024 6:26 PM
185	I think a more in-depth analysis of how mixed use and/or dense an area needs to be in order to, at the very least, financially break even (taxes collected minus cost of local services provided), would be highly beneficial, especially if it can be put in a visual format which is much easier to understand. Urban3 (which worked with the City of Eugene) does this kind of work, and I feel Metro may gather very valuable information from this type of analysis, even for specific areas within the UGB. Financial viability should be at the core with Metro's development decisions so ensuring this single element is achieved and can be demonstrated to the public with figures and images seems an essential element to consider.	7/16/2024 5:52 PM
186	I think the decision makers have already made up their minds on what they plan to do and it many times is not in the best interests of the communities	7/16/2024 12:20 PM
187	No.	7/16/2024 10:24 AM
188	The employment and population forecasts are unduly pessimistic. This area has done better than national trends consistently over the last few decades, and the forecasts appear to anticipate decades of decline.	7/16/2024 9:04 AM
189	Funding for schools! You cannot expand boundaries and overfill our schools without discussing how these (and other entities) will see a compensatory increase in funding.	7/16/2024 8:09 AM
190	There needs to be more land opened for more housing. We need to restrict Airbnbs as almost a quarter of homes are being bought by investors and rented out increasing the cost to rent and to buy. If we limit airbnb or charge a fee for doing Airbnb we can create revenue to allow for more subsidies on housing. But the biggest need is a larger amount of buildable land so people can actually afford homes and lower price.	7/16/2024 8:00 AM
191	Metro needs to read between the lines of the Expert's analysis. Even the small baseline growth assumption seems optimistic. Developing suburban land will not create "affordable housing" in locations where it is needed.	7/15/2024 8:39 PM
192	Why do we need to create conditions to attract people to settle here? It's okay to not do that. They will go elsewhere and that is okay. We have always been fine. We already have too much congestion and need breathing room.	7/15/2024 7:50 PM
193	I think crowd control. If you are going to purchase a house, chances are you want a yard, places to safely park (or where guests can safely park), and really resources and road/traffic control. The bigger Portland gets, the more cars on the road…maybe it's time to consider different highways that avoid clustering the hwys that already exist. Wildlife also needs much more considerations. We have a lot of animals that migrate through the season and even during the day, they need safe areas to complete this. Tigard has amazing walkways through the city which follow a stream and tons of wildlife use it for traveling away from cars as well as a food, shade/shelter, and water source. It's surrounded mostly by roads with low speed limits which is helpful too.	7/15/2024 7:17 PM
194	Quit taking out property	7/15/2024 6:47 PM
195	More focus on providing good housing for all demographics and not creating slums. More focus on transportation as well as drivability. More focus on public safety, education, sustainability,	7/15/2024 5:54 PM
196	Maintaining an affordable supply of single family and mid density housing	7/15/2024 5:28 PM
197	Too many people in the boundary lines causes insane traffic for people living near the highways. I can't even get out of my neighborhood to turn on to a road because there is so much traffic	7/15/2024 5:12 PM

198	The proposed size of the UGB in Sherwood seems extraordinarily oversized, with lands that are currently used for employment in forests, farmlands and wineries being usurped by potential new employment that is uncertain. Damage to watershed and forest lands are not be duly scrutinized.	7/15/2024 3:31 PM
199	Thank you for the survey. Please remember to hear both sides of the coin in all of these affairs.	7/15/2024 3:25 PM
200	When economic development staff in the region are working to attract employers, they need quick decisions. We never have enough options. I think the semiconductor task force and the state's decision to allow an expansion if the opportunities present a quick decision. More 'optional' land could be a good policy when all the right conditions are met.	7/15/2024 2:14 PM
201	I think you are gonna see tons of commercial land come up for sale and flud the market with people working from home. Maybe a plan to convert through building or land inside the urban growth boundary to housing. That will help. And cut all the red tape to build on the land we have now. No one can developed land if it cost 125k just to see if anything can be built.	7/15/2024 1:45 PM
202	Farm land and wild spaces, especially in sherwood. It would be preferable to establish larger housing withing existing city limits vs expanding into the broader area	7/15/2024 1:41 PM
203	Build the infrastructure/roads/ammenities before allowing more residential	7/15/2024 1:35 PM
204	It's good. Let's fund it.	7/15/2024 1:17 PM
205	See above. Expanding the UGB for the sake of more single-family residential development is merely blessing sprawl. Thank you.	7/15/2024 1:12 PM
206	Underproduction on recently added lands to the UGB suggests that proponents for expansion are not honest in their assertions. Also, recent proposals for expansion of nearby UGBs, as in North Plains, utilize regional rather than local growth to make their need case. This suggests, at a minimum, that nearby cities should be added to the Metro UGB should they seek to expand their UGBs.	7/15/2024 12:58 PM
207	The cost of living is only mentioned twice in the draft report. Perhaps addressing this would help with uncertain emigration numbers.	7/15/2024 12:40 PM
208	No	7/15/2024 10:53 AM
209	Fewer parking lots, less sprawl, more dense housing, narrow freeways and add tolls, more bike paths	7/15/2024 10:35 AM
210	While you give lip service to climate change, not enough is being done.	7/15/2024 9:56 AM
211	See above. Do not open the UGB to large plots of ‘farms’ that get reduced taxes for having a llama ir Christmas trees. We all know that is a sham to allow rich people estates.	7/15/2024 7:25 AM
212	No	7/15/2024 6:07 AM
213	I am older woman, age 74 and do not think you are taking into account people like me who living long. Keep public transportation strong so I can go Places. I work part-time and still drive a car but not for long so please don't disregard the needs of older people like me.	7/14/2024 5:37 PM
214	The mobility corridor connecting Portland, Tualatin, Sherwood, Newberg, Dundee, McMinnville, Sheridan, and Lincoln City needs a major upgrade, especially with the growth planned for Sherwood West, and continued growth in Yamhill County.	7/14/2024 3:55 PM
215	Community wants. Oregon talks a big game but consistently underestimates what is needed. See the lack of lanes on 217 while light rail was promoted, people do not want mass transit but tax dollars are wasted instead of put where the community wants. Soulless development of cookie cutter houses replace rural and natural areas. Oregon is supposed to be about conservation, not how many tax revenue lots can be jammed into the urban growth boundary.	7/14/2024 3:35 PM
216	Please stay away from Sherwood'as green space, wetlands and agricultural land.	7/14/2024 3:25 PM
217	The Sherwood West proposal as it pertains to Lebeau and the nearby Edy road area. There is no need for additional industrial growth in these areas. We live in the area and are members of local wineries there, all of our neighbors are against the unnecessary growth in this area. I am concerned for the environmental impact that growth in this area would cause and for the loss of the natural beauty that drew us to Sherwood. Tualatin-Sherwood road holds plenty of space for	7/14/2024 2:16 PM

	industrial growth and it is not needed on the Lebeau/Edy side of Sherwood. Please consider the residents and the environmental beauty of these areas before approving this project as it will bring a negative impact on the community.	
218	Most important the limited water supply of Chehlam Mt. has been taken into consideration at all, particulary based on the models of the past yrs of shifted temperatures and climate. People move in , parks r created and water wasted to.kerp them all green. Chehlsm Mt. does not have an aqua fir and must rely on rain which has been heavily impacted. 2. The infrastructure and traffic patterns were not considered at all for the area. Development is allowed to come first and no infrastructure, then yrs if worthless construction and traffic jams. 3. Sherwood City council only wants the profits.	7/14/2024 1:53 PM
219	No	7/14/2024 12:44 PM
220	No	7/14/2024 11:19 AM
221	There are so many new buildings and warehouses and apartments and such in Sherwood we don't need to take up any more farmland. And we really don't need that much more congestion on that side of Sherwood.	7/14/2024 11:16 AM
222	Traffic, funding for all the growth expansion. Sherwood residents already paid for a gigantic high school that is only a 1/3 of total capacity. Sherwood residents do not want to fund more unwanted and UNNEEDED expansion into our green space and precious ag land.	7/14/2024 10:28 AM
223	Not enough infrastructure or community input	7/14/2024 10:25 AM
224	Citizen comment	7/14/2024 10:13 AM
225	The North District is currently farm land and at the base of a hill that is all agriculture. We do not ag land this developed into manufacturing and commercial space, adding more traffic to an already bottlenecked Roy Rogers road. Sherwood already expanded to develop more commercial space. This land has not been fully developed, yet the city is already asking for more. tualatin, King City, and Beaverton, All bordering cities of Sherwood, I've had massive growth or art currently in the growth process. The city of Sherwood demonstrates a lack of need. Metro must consider want verse need in this scenario. This ask would expand the city of Sherwood by 41%, an obscene amount of unnecessary growth into utilized farm and agriculture land. The land that the city is requesting, backs up to a national nature preserve, a precious creek and wetlands, and farm land that is all currently farmed. This land ask is unneeded and unwelcome but the majority of Sherwood residents. This has been demonstrated by a survey of Sherwood residents. Over 80% of residents rejected the city's proposal plan.	7/14/2024 10:03 AM
226	I think the decision-makers need to put more emphasis on how we are traveling around the city and look to boost trimet influence on the city. More bus lanes and build the southwest line.	7/14/2024 9:25 AM
227	Need to better factor in seniors	7/14/2024 12:07 AM
228	The house size was not considered. It would be wise to focus on density increase and apartments building woth mentioned family size decrease.	7/12/2024 11:40 PM
229	I appreciate the focus towards climate change and there was more focus on car free infrastructure than I was expecting. But one thing I think needs improvement is a stronger focus of prioritizing more dense housing and their proximity to green spaces. It seemed like when looking through the proposals, the low density SFH areas were closer to the nicer park areas. I also think this area needs to prioritize state of the art bike and walking infrastructure. The trails mentioned sounded good, and it would be great if they were totally separated from car right-of-ways. I would prefer all of this to not happen at all, but if it did, I want to see it done right with good urbanism design features and reducing reliance on cars.	7/12/2024 8:13 PM
230	no	7/12/2024 7:47 PM
231	Vertical development is a direction - we can build up, build density, and single family car oriented development is not necessary at this point. There is a lot of density to build and zoning + investments can make it happen.	7/12/2024 6:10 PM
232	more thought needs to go into transit access	7/12/2024 5:31 PM
233	We need housing and commercial offerings where schools and business In order to contain traffic - housing and commercial offerings must surround schools and places of events.	7/12/2024 1:10 PM

	Washington County is not well organized, there is a lot of driving to get from one place to another.	
234	Equity and access to opportunity and how severe restrictions on the urban growth impact communities of color and other disadvantaged populations.	7/12/2024 12:23 PM
235	Suburbs destroy ecosystems, increase emissions, decrease equitable access to nature and heavily reduce human interaction. They are not the right answer to expansion.	7/12/2024 7:47 AM
236	I didn’t see much of anything on the bicycle network and how it will fit in with the surrounding environment. After all at the center of the expansion is a high school and students should have access to safe and efficient routes to their schools.	7/12/2024 12:22 AM
237	Climate change, ecosystem loss, equitable access to nature. Greater density is the solution, not the occupation of land that should be wild.	7/11/2024 10:31 PM
238	Please consider housing outside of single family homes. As long as we can transit to home, to work, and to green spaces, we don’t need the suburban dream which is much harder to maintain and really limits growth	7/11/2024 6:57 PM
239	Yes. We do not need to expand the UGB, in Sherwood or anywhere, to accommodate the region's growth. UGB expansion areas always just produce more high-end housing, not the more-affordable options that we need the most. Further, building new housing at the edge forces people into their cars, increasing their household expenses -- also not great for lower-income folks. We ESPECIALLY need to stop expanding the UGB far from transit. The region really f'd up in allowing Happy Valley to happen, but not planning to extend MAX to serve it. We're not planning to expand MAX to Sherwood. Therefore, we should not expand the UGB there. Simple as that. Vote no, go home, and spend some of your vacation time.	7/11/2024 6:12 PM
240	Low density development, transportation, car dependence, cost of living including transportation	7/10/2024 10:14 PM
241	Need to consider how Sherwood can be more judicious about densifying it's existing land	7/10/2024 9:51 PM
242	Metro's regulatory process bogs down housing development - development being so needed to put young people/families into their first house and put them on a road to individual prosperity.	7/10/2024 8:30 PM
243	Low density housing should not be added. Low income housing should be 50% of all new housing in expanded area.	7/10/2024 5:14 PM
244	Transportation has to be a major factor in this decision. We must greatly decrease vehicle miles traveled while increasing access to housing.	7/10/2024 12:08 PM
245	You will kill the vineyards and wineries business around here if you keep building lower income housing. And that is an important part of Sherwood/Newberg/Dundee tourism.	7/9/2024 9:48 PM
246	I did not see enough emphasis on local (city) decision making and responsibility. Plus, I did not see enough working together between regional and local government and insufficient level of public information and reaching out to get every one involved.	7/9/2024 3:43 PM
247	?	7/9/2024 3:15 PM

Q5 Please provide your comments on the Sherwood West proposal in the box below.Proposal Summary:Name of urban reserve: Sherwood West Gross acres: 1,291 acresHomes planned: 3,120 – 5,580 unitsJobs planned: 4,500 jobsThe City of Sherwood has proposed expanding into the Sherwood West urban reserve to support development of homes and jobs. The planning for this area began in 2015 and has resulted in a concept plan that reflects the community's priorities for employment and economic growth. The plan also reflects new housing regulations meant to encourage the development of many different types of housing.To learn more about the project proposal, visit the webpage.

Answered: 182 Skipped: 183

#	RESPONSES	DATE
1	This city has NOT done an adequate job of utilizing existing development nor accurately forecasted the growth. Our incredibly expensive high school is underutilized and we're paying for it as tax payers. This is not the right direction to go for Sherwood.	8/23/2024 10:11 AM
2	This is a land grab. There is no reason to disassemble rural properties & farmland, destroy peoples businesses, introduce commercial/industrial complexes (when there are empty & unleased inventory) create high density housing when research shows a decrease in population, deterioration of the level of education in the school system, and housing prices skyrocketing. I am all for growth in a measured & logical manner when the need arises. There is no evidence that supports an inclusion of this magnatude	8/22/2024 10:03 PM
3	I am totally against the growth proposal	8/22/2024 9:46 PM
4	this may not be the right place to put this, but I found the webpage difficult to navigate—it was hard to find the information I cared about and if I hadn't been wanting to fill out this feedback form, I probably would have clicked off before getting the answers I wanted. something about the navigation could be clearer (I wasn't even really sure if the right webpage was linked at first)	8/22/2024 9:42 PM
5	Sherwood currently has some of the most expensive utilities. There is no financially viable way to expand housing and businesses and keep the livability of Sherwood affordable. Sherwood is in the middle of wine country, a huge economic resource for the State of Oregon and the Metro area. Expanding the Urban Growth Boundary will cut into this critical agricultural land needed to help further Oregon's wine industry. On top of this Oregon is known world wide for its amazing views and natural beauty. Swaths of industrial parks and cookie cutter housing is no way to help Oregon or Oregonians in developing affordable and liveable housing. The current plan suggested is not a wise option for the viability of Oregon's future and I stand against it.	8/22/2024 7:10 PM
6	Sherwood is not ready for more growth. Part of Sherwood charm is open spaces, wineries, and fram land. It's rural and near major cities. Road s are not sufficient for the traffic as it is. Losing forested land would be a huge downfall and make Sherwood less desirable	8/22/2024 6:55 PM
7	To whom it may concern, As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community. Keep our small town feel! Ask people why they live here...it is because of the small town feel....do not become a Beaverton! Sincerely, Patricia Hales	8/22/2024 6:34 PM

8	I disagree with the expansion of the urban growth boundary.	8/22/2024 6:31 PM
9	I support the Sherwood West Proposal	8/22/2024 4:40 PM
10	Being a property owner in the proposed expansion area who farms the land this expansion pushes us closer to losing our lively hood. Developers are continually contacting us and wanting to purchase our property. We are not interested. This is a very large expansion request. Is all or any of this land really needed now?	8/22/2024 11:53 AM
11	The Sherwood West Fact Sheet notes that, in an expansion proposal, cities are asked to show that “development of the proposed expansion area is feasible and supported by a viable plan to pay for needed pipes, parks, roads and sidewalks.” I commend Metro for asking cities to demonstrate this. Based on the Sherwood West expansion proposal, I do not think that the City of Sherwood adequately demonstrates that infrastructure development is feasible. Appendix B of the Sherwood West UGB Expansion Proposal Part 1 discusses infrastructure funding for the proposed development area. On Page 316, Leland Consulting notes: “Across both scenarios, revenues generated under a full buildout of Sherwood West are sufficient to cover estimated infrastructure costs for sanitary sewer and parks, but not for water, transportation, or storm infrastructure.” Additionally, they note, “ It is not unexpected to find a deficit for transportation infrastructure…when considering that many local governments are challenged with funding road development and maintenance.” The proposed funding strategies on subsequent pages are not guaranteed, and they largely address upfront development costs rather than maintenance costs. A city should not be allowed to expand the UGB without the ability to pay for ongoing maintenance. With our current inability to fund maintenance, people in the Metro area are already experiencing the negative effects–why exacerbate this by further sprawling outwards? The development in the proposed expansion area will not provide the tax base required to support their infrastructure in the long-term, and it is unfair for other areas of Metro to subsidize the City of Sherwood’s expanded area.	8/22/2024 11:40 AM
12	I believe very little thought has been put into the traffic these 5,580 homes will create. Average 2 cars per home so an additional 11,000 cars will be on raods that are already conjested. Also you are going to burden the current property owners with additional taxes for improving infrastructure, roads, schools, and fire stations that these 5,580 homes will require. You are taxing the current property owners right out of their own homes just to make room for people that don't even live here yet.	8/22/2024 10:22 AM
13	Doesn’t seem like the plan accounts properly for the cost of maintain this sprawl infrastructure, and they certainly have not maximized the housing and jobs potential within their current perimeter.	8/22/2024 10:10 AM
14	The Sherwood West area consists of farms, forests, and other properties in the hills of this countryside. Most of it is not suitable for the increased traffic that this development would bring. If you are inclined to approve an expansion, I strongly urge you to reduce the amount of acreage dramatically. There are few east/west roads that connect Sherwood West to Hwy 99W (which is our lifeline to everything), and the City has no plan or intention to increase those. They have only proposed new north/south roads which won't connect to Hwy 99W. I fear we will all be stuck in a logjam up the hill unable to access Hwy 99W if several thousand new residents are put here. This is an area of sloped, narrow, two-lane roads. The intersection of Edy Road and Hwy 99 can't be expanded due to Walgreens being on one side and the Providence building being on the other. It's going to create unsafe conditions and car accidents for the existing residents along the side streets who need to pull out onto Edy Road if there are thousands of additional vehicles to compete with. If you need one example of traffic dysfunction that has been created by adding thousands more homes all in roughly the same geographic area, like the South Cooper Mountain, Tigard/West Tigard, and King City expansions, look no further than SW Fischer Rd and Hwy. 99W. Traffic traveling north on Hwy 99W often comes to a stop well before this intersection, because there are so many cars making a left turn onto Fischer Rd that they have spilled over the quite long left turn lane and are now stopped waiting to turn left while in the left TRAVEL lane of Hwy 99W. This is right in front of a TVF&R station, and the results of this grid lock traffic are going to prove tragic when an emergency arises, and fire trucks can't get to where they need to go.	8/22/2024 3:04 AM
15	The City of Sherwood, according to available information, has an employment-population ratio of about 50%. This is extremely low, even compared to nearby cities. This is because Sherwood is a suburb, with a high median income, far from job centers, and dependent on freeways for access. This sort of pattern of predominant single family homes, with few jobs, connected by freeways, is catastrophically bad for regional health. The reason Sherwood wants to expand its UGB is exactly because it requires continual sprawl to fund the borrowing	8/21/2024 11:14 PM

	it made in the first place. While I appreciate Sherwood is seeking to add additional jobs and create mixed-use neighborhoods, the fact remains they must first do this within the existing city boundaries. The city has proven incapable of mixed-use neighborhoods close to jobs and schools. Giving them more land and hoping they 'get it right' does not make sense- and it shows in the proposed zoning, which is still predominantly low-density residential. In fact, the breakdown of zoning reflects existing Sherwood zoning quite directly. I don't know why we would expect a better use of new land. To accomplish regional goals, and even to create a healthy Sherwood, we must develop existing land within the UGB so we can create financially and environmentally sustainable population growth.	
16	Please make sure this doesn’t turn into typical urban sprawl that’s bad for the environment and pushes out low income bipoc communities.	8/21/2024 11:11 PM
17	I am against the industrial expansion. The City has been Disingenuous about the planned use of the mixed employment area during all it's public outreach. Industrial use was only mentioned during after the outreach was finished. Do not think for a minute there is support within the city for another industrial area. Just look at their actual Sherwood West Concept Plan. They did not discuss industrial use. The plans for Elwert Road are inadequate to support the regional traffic connector role for which it serves. The City made vague statements about a north south connector. Their own traffic studies showed such a connector would not be used. Plus due to the steep slopes in the area it would be too expensive to build. The City also did not represent they would be asking for the whole area to be brought in. If Metro approves the ask, given the City's lack of transparency it is quite likely there will be a major outcry by the voters and the City Council will once again be forced to withdraw the ask. Just like happened in 2017.	8/21/2024 11:04 PM
18	this land will be on the urban fringe and will increase regional VMT substantially while creating more infrastructural liabilities. This kind of development is making us poorer and needs to be stopped. We need to stop this sort of thing by a building boom in more central areas.	8/21/2024 8:18 PM
19	Land use to facilitate industry is poor use of the proposed expansion. The land is too close to existing residential land, farm land, and protected habitat. Additionally, there is minimal exploration of a feasible way to support the growing and expanding transportation needs of the aforementioned proposed industral space.	8/21/2024 6:15 PM
20	The Proposal is not reflective of actual population growth and community needs. Expansion size is ridiculous. Fails to consider long term costs to current residents in terms of taxes to support the infrastructure that would be needed to support this plan. Tax burden analysis seems to be missing altogether.	8/21/2024 5:56 PM
21	Work on densifying existing neighborhoods instead of focusing on sprawl. Expanding the boundaries of the city will force the city to stretch it tax revenue even further than it needs to now.	8/21/2024 4:57 PM
22	For the Sherwood West expansion plan that was submitted in 2016 doesn't reflect the more recent population decline. The concept plan should be scaled back to reflect more current data and the UGB expansion should be 50% the original submission. Additionally, their concept plan doesn't adequately address the funding of infrastructure. Such a large expansion is not warranted at this time. There will be opportunities for additional land to be added if necessary.	8/21/2024 4:22 PM
23	Specifically in the Sherwood West expansion, the concept plan did not represent the will of the majority of Sherwood residents. 80% of residents did not want to see the level of expansion and were gravely concerned about how it would affect the livability and sense of community that already exists. There is no reason to add the entire amount into the UGB at this time, smaller more thoughtful expansion was never considered and the cost to add services support this vision and will be a huge burden to citizens, despite the city claiming it will not. Also the inclusion of light industrial so near many farms and vineyards is just irresponsible. Many of the discussions the city mentioned was to tout Sherwood as a gateway to wine country, yet we would do major harm to the two wineries closest to us. Also the concept plan around Elwert being similar to Sunset doesn't make any sense given the already burdened use of Elwert which will grow dramatically if the planned growth of homes and light industrial actually went in. Overall citizens have been providing specific, data-driven feedback during this process raising concerns, which the City noted but never really addressed. Yes they asked for citizen feedback, but most was ignored as citizens just saying "no growth" when in actuality we were trying to raise visibility to some of the serious oversites in this plan.	8/21/2024 3:07 PM
24	Build denser, not outwards. Suburbia can't pay for itself in maintenance once it ages a couple of decades, which is why it always needs to expand outwards for new tax bases. This is just	8/21/2024 2:39 PM

	kicking the can down the road. You can achieve all your stated goals by simply building denser in the existing boundary. Don't expand the UGB.	
25	1: Proposed Gross acres is a very large percentage relative to current existing gross acres of Sherwood. 2: Projected population growth rates, as stated in Metro's report, is much smaller than what Sherwood proposes. 3: Sherwood historically has not been a large business / employment location. The proposed jobs would change the community character, not for the better, that Sherwood currently enjoys. 4: Most new jobs would be filled by people who don't live in Sherwood, for a variety of reasons. Traffic congestion will increase. 5: Most new families that would live in the homes planned would work elsewhere. Traffic congestion will increase.	8/21/2024 11:12 AM
26	We will move out of Sherwood if it goes through.	8/21/2024 8:39 AM
27	I would prefer to keep Sherwood smaller than the full Sherwood West project proposes. I don’t mind some of the expansion but I don’t think all of the proposed zones are necessary. Let’s keep Sherwood special by not making it so easy to live here that all Our property values decrease.	8/20/2024 11:41 PM
28	Sherwood does not have the infrastructure to support the amount of development proposed in this expansion and frankly there is no need for this amount of land to be added into the UGB at this time.	8/20/2024 6:27 PM
29	I think the city of SHERWOOD is asking for way too much.. I am concerned about the logistics of where they want to put light industrial. I don’t think it’s necessary. The whole reason I moved to SHERWOOD is the small town feel. Their proposal makes me feel like I will be pinned by businesses and not the kind I want to be around. Growth is good, but it needs to be smart. I think SHERWOOD is trying to ask for the world when it should be asking for a small portion.	8/20/2024 5:07 PM
30	As a resident of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.	8/20/2024 4:55 PM
31	Allow all of the proposed increase. Growth will only happen at rate of needed services like water, sewer, and other facilities.	8/20/2024 4:52 PM
32	See above.	8/20/2024 4:22 PM
33	Expanding makes no sense without a viable Western Bypass Freeway to alleviate the already intolerable traffic load on rural roads. Without it, more density would be intolerable and irresponsible.	8/20/2024 4:10 PM
34	I vehemently oppose the expansion into Sherwood West. Previously designated Title 13 properties are now being planned to be light industrial with no thought for where the wildlife they are wiping out will go to. Elwert Rd. is already heavily traveled with 1000's of cars going by each day through an area of farmland, wineries and small farms. There is are multiple fish bearing streams at the confluence of Chicken Creek that will be greatly impacted by increased construction. None of the plans that have been presented adequately address how the bridge over Chicken Creek or re-routing of Elwert to mitigate costs is going to be paid for. The addition of the massive high school to the Sherwood area was done at great increase to the taxes of those within the Sherwood City limits and those that live outside the city limits. The Sherwood School District projected student population does not match what the City of Sherwood is projecting. In fact, the school district expects the high school population to go down. We don't need more development in a rural area when we are already paying for an expensive new school and the plans for the main arterial funding are unclear and nebulous. Now is not the time to expand into Sherwood West!	8/20/2024 3:55 PM
35	The roads immediately surrounding the proposed neighborhoods are county land and considered rural roads with a speed limit of 55 mph. Putting families near these roads seems dangerous without a proposal to address this. Also, we are putting physical barriers between our main thoroughfare, the 99, and our most famous wineries, Hawksview and Alloro, both of which are well known, with Alloro recently being placed on the top 100 in the world. We need to design pathways through Sherwood into wine country, rather than being a stop along the way to Newberg and Dundee.	8/20/2024 3:51 PM

36	I think this is a great plan in general. I would caution against too much vertical mixed-use, most of the ones I see end up with most of the commercial space vacant anyway which is such a waste.	8/20/2024 3:39 PM
37	This expansion is not supported by the current and expected growth of the area by Metros own numbers. The city has not provided adequate or reliable numbers to support this request.	8/20/2024 2:56 PM
38	Without funds to resolve inadequate access to I-5 for commercial transportation and efficient movement of local travel, expansion will only worsen the gridlock and further erode productivity and quality of life.	8/20/2024 2:04 PM
39	The city is grossly overestimating the growth in the next decade. There is no data to back up the request to add so much land to the UGB. With much of the agricultural and open land to the east and south (between Sherwood and Tualatin and Wilsonville) being gobbled up for light industrial and housing, the area is losing too much of the agricultural/natural land. Furthermore, the city has very little connection to public transportation so the proposal can only lead to worse congestion. Lastly, the City has not maximized the current boundaries for affordable housing and jobs. There are plenty of opportunities (considering the much more modest growth projections) within the current boundary if the City plans properly.	8/20/2024 9:54 AM
40	This project would make more sense if it was built in conjunction with a WES regional rail spur but it lacks a Right of Way reservation to build such a line. There is currently a plan to extend WES to Salem meaning smart TOD could also make Sherwood a commuter community to Salem in addition to Portland or Beaverton. WES currently underperforms, but if development took WES into account, it could turn into a system more like RTD or SEPTA.	8/19/2024 6:13 PM
41	Creating more jobs than housing units would be a mistake. That said, I support the proposal.	8/19/2024 12:08 PM
42	This is a terrible idea. There’s already so many empty lots in the Portland region. Not to mention, so many parts in Portland where buildings could be built taller. Sherwood is already on the edge of the metropolitan area, and having this development would cause more traffic, more urban sprawl, and get us away from the core ideas of the urban growth boundary.	8/18/2024 11:24 PM
43	As a resident of Sherwood, I was wrong to be okay with this. Suburban expansion must be stopped at all costs. Let the farmers keep their land, don't let us build around and effectively force them off land their families have had for generations.	8/18/2024 10:37 PM
44	Quite literally, nobody wants this. Add density to the existing boundary.	8/18/2024 9:26 PM
45	This expansion is unnecessary. Sherwood should increase density and housing within the existing boundary	8/18/2024 8:32 PM
46	I’m sick to my stomach, the city can’t is not ready for this	8/18/2024 7:06 PM
47	As a resident of Tualatin near Norwood road and the city of Tualatins Basalt Creek planning area I have witnessed first hand how promises of greater middle housing have failed to address the housing crisis in the region. Homes with shared walls selling at 450-550k and detached homes in the new development selling for 650k up to near 900k dollars. While the central city of Tualatin remains empty and uninteresting. The area around the Tualatin Commons remains an empty gravel lot and an empty parking lot at a shopping center that has lacked a primary tenet since Haggens went bankrupt 9 years ago. By voting yes on the current plan you allow cities like Sherwood to ignore urban blight like the empty parking lots around a regal movie theater that has been closed for 2 years now. If our region is serious about climate change and the housing crisis we must push for our cities to redevelop and increase density in our cores rather than building 500k dollar shared wall units and 650-800k detached homes. By voting no Metro can leverage our cities to not build out like Los Angeles and Texan cities but up like Vancouver BC and Seattle.	8/18/2024 5:12 PM
48	Do not allow Sherwood city government to do this, force them to build more infill affordable housing and less of this car dependent, road dependent suburban single family housing.	8/18/2024 2:27 PM
49	Sherwood should not be granted this UGB expansion due to the illegality of apartments and dense multi family housing in the majority of the city. Furthermore, adding sprawl to the SW metro specifically has the worst effect on traffic in the region, due to almost no high capacity public transportation. 99 is already a dumpster fire.	8/18/2024 2:27 PM
50	The citizens of Sherwood have voted several times in the past not to expand the UGB Sherwood West. We are not anti growth but we are smart growth. We don’t want this area of	8/18/2024 2:11 PM

	Sherwood looking like the areas on Roy Roger's Rd(Tigard and Beaverton). My vote and 70% of the citizens that this would directly impact do not want this area annexed into to UGB.	
51	I already gave some of them, but why we need to expand by destroying farmland instead of using the ample space between Sherwood and Tigard/King city, Sherwood and Tualatin, or Sherwood and wilsonville, is beyond me.	8/18/2024 1:22 PM
52	The City of Sherwood has an apartment ban that encourages poor land use. They should stop building sprawl and instead should focus on denser development.	8/18/2024 1:13 PM
53	Looking forward to more commercial zoning for jobs and businesses	8/18/2024 1:06 PM
54	Metro should reject this plan. Cities in Washington County have the capacity to accommodate housing growth, but they maintain apartment bans across the overwhelming majority of their existing residential land. They need only to end their exclusionary zoning practices (and reduce other barriers like exorbitant SDC fees) to get housing built. I'm less familiar with the demand for industrial land, if there is a need for more I'm not opposed to a partial rejection that only allows for the employment land component of the expansion.	8/18/2024 11:53 AM
55	As a Tualatin resident, I strongly object to this plan. The transportation connections are poor, and our region has no shortage of buildable land already in the UGB. We need infill, not more fire-prone sprawl into farms and forests. Oregonians have repeatedly said no to California-style sprawl. Please listen to us.	8/18/2024 11:30 AM
56	To much to fast.	8/18/2024 7:22 AM
57	This new area is unnecessary, and will take away what makes the community unique. I moved to Sherwood, as I loved the farms and open space.	8/18/2024 6:34 AM
58	I don't think this should even be considered until we get more than one grocery store in town. I just feel like the cities priorities are way off track.	8/18/2024 1:14 AM
59	Home prices in the Portland metro area have risen by 75% or more over the last ten years. We need to build more housing desperately and are not at risk of "overbuilding" - at worst this would reverse some of the run-up in prices due to past severe undersupply. I am in favor of allowing more housing to be built as much as possible.	8/17/2024 2:50 PM
60	Continuing to develop our important farmland leads to loss of orchards, vineyards, etc, and pushes already displaced wildlife into urban areas (we have a black bear roaming in our inner Sherwood housing area this year). Our roads are in a continuous state of upgrade and expansion that STILL cannot keep pace with development.	8/17/2024 8:32 AM
61	We don't want Sherwood West Expansion to happen. We live directly on Edy Rd which will be inundated with traffic, congestion and construction. We moved here to live in a small town and enjoy the farmland and wineries nearby. We don't want to end up like Beaverton.	8/17/2024 8:06 AM
62	Keep farm land as is	8/16/2024 11:09 PM
63	I think your growth models are antiquated. Where are the people coming from?	8/16/2024 9:34 PM
64	I am opposed to the expansion as it will utilize land that is currently agricultural and it will increase congestion in the area to the detriment of the current community. It does not address the need for fixing the existing congestion problems before adding to them.	8/16/2024 4:29 PM
65	My perspective, right or wrong, is that this proposal is naturally being driven by developers - those who will benefit the most and not the citizens of our local communities.	8/16/2024 4:29 PM
66	Building in the agricultural area that is being proposed will ruin the region and the character that we all love. No one wants housing and development next to wineries and orchards. You have clearly not heard the booms of the cannons that are used to keep birds off of the grapes during harvest season or else you wouldn't have proposed this.	8/16/2024 11:47 AM
67	Traffic is already congested at certain times during the day….how will that be addressed? Affordable housing is needed but some kind of rent control needs to be considered. Love small produce farms ….dont loose those in the expansion process. (Red Berry Barn). How will this expansion affect Newberg and the proposed by-pass?	8/15/2024 12:23 PM
68	We don't need the houses here. There are already 1000 new homes and not the infrastructure for it. Then all the farmland is gone.	8/14/2024 1:10 PM

69	This is excessive and unnecessary In 2022 Metro projected Sherwood would grow by a scant 3% over the coming decades. The Sherwood School District has forecasted enrollment for the new high school will begin to decline in 2027. Sherwood has enough vacant land to accommodate new housing and jobs for years to come, when planned and developed wisely. Metro's research concluded there is enough industrial land inside the existing Regional UGB for another 20 years. Metro's research on Residential land shows most land brought into the UGB in the last 20 years remains undeveloped. This will waste our rich farmland The UGB expansion will destroy the fertile, productive lands which grow Timber, Hazelnuts, Blueberries, and world-class Pinot Noir grapes. These thrive here and in only a few other places around the world. The lands will be replaced with generic concrete boxes for "flex" office, light industrial, and multi-family residential. This will make bad traffic congestion worse Do you enjoy being caught on Scholls-Sherwood, Roy Rogers and Elwert Roads during rush hour now? Imagine adding 5,600 new homes and 4,500 jobs to the area? The jobs will result in additional commuting to Sherwood for those employees who cannot afford to live here, having a negative impact our air quality. This will increase your Property Tax burden We have not found a Taxpayer Impact Statement showing how Sherwood and its residents will pay for the new roads, sidewalks, water and sewer; just an "agreement" to figure it out later. Yes, the developers will pay for a portion of the initial infrastructure, but YOU will be left with more financial obligations to pay for the operating and maintenance costs, even though we do NOT need the new land to keep pace with growth in Sherwood.	8/14/2024 5:35 AM
70	Im opposed	8/13/2024 10:06 PM
71	It seems like Sherwood has fallen to the urban sprawl of Portland. Our small town feel has gone down and crime has increased. Many of the farms and greenspaces that makes Sherwood so beautiful are being turned into industrial buildings and high density housing. Traffic is getting worse, our roads are constantly under construction and prices to live here continue to increase. I understand the need for housing but does it have to come at the expense of farmland, greenspaces and other natural areas?	8/13/2024 8:00 PM
72	I do not support this. This is not to develop homes and jobs that better the quality of life for sherwood residents, this is to have developers come in and build tract homes, maximize profits, and do the bare minimum to get approvals, and increase the tax base to the city, county, and state, none of these bennifit the sherwood residents.	8/13/2024 4:48 PM
73	OPPOSED to the UGB expansion!	8/13/2024 3:31 PM
74	Probably too dense, but some ugb expansion is here than none.	8/12/2024 5:33 PM
75	I don't believe we are ready for growth	8/12/2024 7:24 AM
76	Sad. Its all destruction of habitat for horrible HOA non affordable housing. Disgusting and waste of money. Money that metro is no using to clean yhe streets of Portland.	8/11/2024 2:34 PM
77	Please use all commercial space currently in the city effectively before building more. Empty storefronts in existing commercial areas can be used and already built and walkable. Preserve and enhance the business industry we have before we add new	8/11/2024 10:32 AM
78	Should be approved!	8/11/2024 8:21 AM
79	Does not consider impacts on agricultural areas, existing infrastructure	8/10/2024 10:39 AM
80	Sherwood is a perfect example of urban sprawl. Farm land is being swallowed up by single family housing.	8/10/2024 7:41 AM
81	Make sure 50% of homes are single family. Provide for one-level homes for aging population.	8/9/2024 5:52 PM
82	The proposed Sherwood West proposal as written is premature for large scale development particularly for more than 5,500 new housing units in an area that has already seen rapid housing development in surrounding communities.	8/9/2024 11:23 AM
83	Voters have already said they don't want this.	8/8/2024 7:08 PM
84	The more you take away the land from farmers the bigger food problems we will have. Not to mention the negative impact on wildlife,.water supply and I creased risk of fires. This is a terrible expansion.	8/8/2024 6:31 PM
85	No more commercial growth keep land habitat as is	8/8/2024 6:26 PM
86	We need to redevelop and make the most of unutilized already developed space. We do not	8/8/2024 1:51 PM

	need to add more housing in an already overpopulated area.	
87	I support Sherwood's proposal. They have completed a concept plan in accordance with Metro's UGMFP and have adopted documents demonstrating need and ability to serve the proposed expansion area. I like the inclusion of green spaces, parks and trails throughout the plan area as well as the plan for a diversity of housing.	8/8/2024 1:08 PM
88	We are against the expansion for Sherwood West. Go north or east with the expansion please. Let’s keep the little country we have left the country	8/8/2024 11:44 AM
89	Our cities can't pay for the infrastructure we already have. It is insane to create more liabilities rather than improving and maintaining what we have already built, which is a proven platform for growth.	8/8/2024 11:27 AM
90	The community does not want this expansion-voted it down twice. The roads are not adequate to handle this expansion. Very crowded now.	8/8/2024 11:06 AM
91	Sherwood is already getting crowded with traffic congestion	8/8/2024 10:49 AM
92	I’m not in favor of thr Sherwood West expansion. I am in favor of a Sherwood north or SE expansion. No other towns are encroaching on the west. Save that for a later time. Wilsonville, tualatin, Tigard will want land on north, se. That’s where the focus should be. Traffic can come to the area on i5/& take weight off of 99w	8/8/2024 9:41 AM
93	Conserve the natural areas of our community. Don’t agree with anything else.	8/8/2024 8:53 AM
94	Stop the urban sprawl. You guys are turning Oregon into California stop it	8/8/2024 7:17 AM
95	the growth statistics do not support the need for expansion. There is ample capacity in recent expansion in the area (Cooper Mountain, Beef Bend South and King City Sherwood West is not needed at this time.	8/7/2024 8:30 PM
96	There is no demonstrated need for this; just profit-driven developers. The homes planned will not be affordable because the costs of development and infrastructure of farmland (utilities etc) will be very expensive. Also, they will not create high paying jobs nor be close to jobs for lower income people. There is no supporting evidence in the plan for the alleged 4500 jobs. They are pulled out of the air from a time long before Covid, hybrid work, AI and automation. How many people are really employed by Allison Inn as a "precedent example?" Residents of the proposed homes will need to drive to other places of employment creating even more congestion on already clogged roads that are bottlenecks to get to I-5 corridor. The plan does not take traffic into consideration or the high cost of changing major thoroughfares and building infrastructure. The proposed area is not flat and easily buildable as suggested, there is much protected wetlands. Also, Sherwood has not yet built out other available land including the parcels that were brought into the UGB previously. Also, population growth in Sherwood has slowed while this proposal suggests there is a need for 200% growth. It doesn't meet the criteria for need nor does it adequately demonstrate preparedness for infrastructure costs and demands.	8/7/2024 8:13 PM
97	do not allow this expansion, sherwood is already too expensive and the growth at the edges is not a good idea, build up, no more single family homes allowed and 75% of all new residental should be affordable for people making $60-75,000/year	8/7/2024 4:35 PM
98	Looks like a good plan.	8/3/2024 8:34 PM
99	Like I mentioned on the previous page, I don't like that the traffic study isn't done yet. The intersection of OR 99W and Sunset was at a Level of Service of E prior to the high school being built, and was projected to reach an F. This signal likely has reached a LOS of F now. Also, the Brookman expansion was approved in 2002, and it's been 22 years since then with minimum development (1 neighborhood that has gone in only within the past 2 years, and it isn't complete yet as of August 2nd, 2024). I have not seen a plan on when the rest would be developed as said neighborhood constitutes about a quarter to third of said UGB. As such, the effect on traffic and our natural area has not been fully realized. This also exceeded the 20 year development plan as proposed by what should be included in the UGB. The Tonquin employment area also isn't complete, however since that was approved more recently, it makes since. As the Brookman expansion is primarily housing based, while Tonquin expansion is exclusively job based, and at the pace Sherwood is developing, I believe that expanding the UGB to expand into Sherwood West is too large to accommodate growth for the next 20 years, and I urge a smaller expansion, or preferably, none. These 2 areas I believe contains enough	8/2/2024 11:59 PM

	land for development for the next 15-20 years, especially with Sherwood's track record to delay Brookman's annexation and development. would also like to see a specific plan for housing and transportation (public and auto transportation). I also would like to see a cottage community, as a crossover between high density apartments/condos, and single family low density homes. Also would like to see a plan on schools, as the high school was designed for the Brookman expansion, but not further beyond that based on their arguments in their 2016 ballot measure (I forget the name of said measure). Also where would a new elementary and, if nessesary, middle school be placed?	
100	I support sherwood’s proposal	8/2/2024 12:32 PM
101	The city of Sherwood is growing at a rapid pace, most families move here for the schools and the environment. I'd like to see better options for affordable housing, however the fees and permits that come with this do not match this goal. I also would like to see the city plan for this expansion better than how they built Brookman and the High School. Having a new high school that does not have sewer and has been delayed is not an efficient plan and I would hate to watch them continue to run into these road blocks. It would be better to engage with a more sophisticated panel, like the city of Wilsonville when they planned and built Villebois. I also think it would be good to have a roundtable discussion with medium sized and national builders.	8/1/2024 12:35 PM
102	They need expanded area to expand commercial areas to provide more jobs for the residents of Sherwood to reduce travel time for the residents. They are developing one huge shopping area at 6 Corners and Old Town, but not providing any small neighborhood commercial shoppin areas.	7/30/2024 9:01 AM
103	the plan is well thought out. it has been in the works for years and asher wood is ready and willing. It is whetenthenUGB should be expanded	7/30/2024 7:17 AM
104	4,500 jobs, what type of jobs, and are they sustainable?	7/29/2024 9:37 AM
105	I question whether it is truly necessary for Sherwood to convert all those acres from rural to suburban use.	7/28/2024 8:38 AM
106	Too small. We need more. Time to start thinking big about how we create new cities, new city centers, new homes. We need this but we need more than this now.	7/25/2024 7:23 PM
107	I’m in favor of development around the high school. Housing and mixed use should go into the surrounding acreage.	7/24/2024 5:38 PM
108	This is a fabrication. Expansion here will not be affordable in the long run. Build more housing in areas already within Portland.	7/24/2024 7:34 AM
109	Our family approves expansion on Kruger Road above Sherwood High School for the purpose of housing, mixed use developments to support the residents of the community.	7/23/2024 9:24 PM
110	Just build more densely, don’t expand. The city goes from forest grove to Sandy already, it doesn’t need any more sprawl	7/23/2024 8:57 PM
111	I’m in support of this plan because it enables the growth needed and keeps the community and neighborhood design that makes Sherwood unique. It also allows for employment opportunities that is needed.	7/23/2024 8:33 PM
112	I don't buy that there's enough demand for new suburban housing to actually support this proposal. This sounds like more wishful thinking from a jurisdiction that loves its suburban sprawl. Expanding the UGB to create new housing on the farthest corners of the region purpetuates the worst car oriented development that will result in more carbon emissions, less farmland, and more suburban infrastructure that the city can't afford to maintain. The fact that the planning began in 2015, predating the middle housing infill reforms, indicates to me that the City of Sherwood already has no desire to moderate the worst kind of car-only development in the region. I encourage Metro, on the basis of the data in the urban growth analysis, to decline to expand the UGB.	7/23/2024 6:44 PM
113	This is not needed. Money is the reason this is being pushed	7/23/2024 6:22 PM
114	What is planned and what gets done are different things. But what is ruined happens first and what is not done is last. Planners are not realists and dont give excrement about what happens to individuals. This is not future it is invasion of now.	7/23/2024 3:26 PM

115	I do not think the plan adequately integrates mixed use and comercial space with spaces people actually live	7/23/2024 3:20 PM
116	Sherwood has always been known for its scenic farm and agriculture areas outside the city limits. It is important to keep that way of life in tact. Several land owners have livestock and crops that will be negatively affected by the increased traffic and pollution by putting roads through. Please keep the trafffic flow on Elwert by improving the existing road, instead of diverting traffic north, ruining the creek/wetlands and agriculture areas.	7/23/2024 2:20 PM
117	The concept plan represents the planning committee's desires, and many citizens and community groups oppose the expansion.	7/23/2024 12:12 PM
118	The City of Sherwood's plan is much too large and is predicated on population growth figures which are wlidly inaccuarte and self-serving. This area is not growing as it was when the concept was first developed and it needs to get in line with current forecasts and trends. The very nice, but VERY expensive example of relying on inaccurate numbers. We now have a current enrollment of 1,704 students. The high school has a capacity of 2,400 students. The forecast for enrollment for 2032 is 1,530 students. It is obvious the figures used to support the building of the school were inaccurate and it has caused our community to spend excessive amounts of money needlessly. It should have been a smaller school. And similarly, the City's current plan should also be scaled back to reflect CURRENT numbers of population and growth in this area. And until such time as there are no possibilities for development with the UGB, farmland should remain untouched. You can't eat a house.	7/23/2024 11:49 AM
119	The area is losing residents. There's no reason to extend the growth boundary. Gentrify downtown instead of ruining natural landscapes and destroying more farmland.	7/21/2024 9:02 AM
120	Maintain urban growth boundaries and increase density	7/20/2024 9:13 PM
121	I actually totally disagree that the urban growth boundary should be expanded at all. We must build densely within existing urbanized footprints.	7/20/2024 7:41 PM
122	The proposal gets a lot of things right. The biggest piece missing is a comprehensive plan for transit in the area. I think the number one priority for the new area should be on reducing VMT for daily errands by providing good bike paths and walkable 15-minute neighborhoods. This is something that is easier to control at this stage in the planning. However, people will want to get out of their neighborhood to access amenities, and there are not very many options for how they will do that. This makes living in the area less accessible for people with disabilities who cannot drive (like my own father) or younger people who cannot afford a car.	7/20/2024 9:49 AM
123	The UGB is one of the defining features of the region, and continuing to add sprawl instead of efficiently using our existing resources is regressive and backwards thinking. Please reject this proposal and encourage upscaling existing development and lands in already underutilized lands within the UGB.	7/19/2024 2:09 PM
124	This is the definition of car-dependent sprawl and should not be allowed.	7/18/2024 10:23 AM
125	The City of Sherwood is not making the best use of already developed area. Too much space is devoted to driving cars, parking lots, and car centric behavior. No further expansion should be considered until the current city of Sherwood is fully integrated within our regional transit infrastructure and people are able to reliably commute between the downtown Portland core and Sherwood town center.	7/17/2024 11:19 PM
126	I am very glad to see mixed use and higher density development in an area outside the city center! I hope this area surrounds a school that walking and cycling to school is a easy and safe, as well as the preferred modes of traveling to school.	7/17/2024 6:51 PM
127	This is an absolutely terrible plan !! The roads can’t handle the cars, the schools are over crowded, crime is on the rise THIS IS PURE GREED. 🛑Provide service for the people that are here, stop trying to line the pockets of already rich developers!!!!!!!!	7/17/2024 6:09 PM
128	See my earlier comments about how I think the plan is baloney and only is more of the same.	7/17/2024 2:24 PM
129	This plan creates too much low density housing. This kind of housing is not what we need to be creating to increase affordability in our region. This expansion will create an exclusive neighborhood that is only for the rich. We need more NW 23rds not more Lake Oswegos.	7/17/2024 9:23 AM
130	I do not support the expansion plan for Sherwood. Simply a land grab for easy development. Requires minimum planning and effort in a goal to just throw up more houses near the new high	7/16/2024 8:50 PM

	school. There needs to be more consideration for walkability in the town and utilizing the current space to create a tight city with an actual community. Do not continuing splitting the town on both sides of 99	
131	The proposal is too prescriptive in terms of land use. The long-term vision should focus on identifying placement of public infrastructure (roads, water, sewer), delineation of plots and parcels, and locating of public and environmental resources such as parks and other habitat/wetland areas. The market for housing, industrial or commercial areas should drive the development of plots for these uses. This will permit the maximum amount of flexibility into the future. I also see that no representative from TriMet was involved in the Technical Advisory Committee. We need to ensure that future growth areas are suitable for transit service, both in terms of operations (can the bus actually get through here efficiently) but also in terms of whether the land use is mixed enough and density high enough to support a bus line.	7/16/2024 8:38 PM
132	The City has made two concerted efforts to plan for this area. The City provides for a variety of housing, but it's harder to develop multi-family as the Council and PC prefer single-family housing. If the City can commit to achieving the densities prescribed within their proposal, they should be able to expand.	7/16/2024 4:56 PM
133	This expansion appears to be well thought out, and should be welcomed in the region. It is sad that the Sherwood West proposal is the only one.	7/16/2024 9:06 AM
134	We need it - but I’m afraid of what it is going to do to our small town.	7/16/2024 8:13 AM
135	Sherwood needs to do a better job of creating low income housing.	7/16/2024 8:00 AM
136	The survey is one-sided and useless. It is like asking whether you would prefer to be killed by poison or hanging. There is no compelling reason to do this. Sherwood does not consider current minimal population or job growth estimates. Negative responses are not considered or minimized. Public involvement was just scripted lip service. Example...open house. Vote on your preferences. "None of the above" was not an option. This is only about MONEY, tax for the city and money for developers (and a few land owners who may profit).	7/15/2024 8:47 PM
137	I do not believe this is a good idea and do not recommend it.	7/15/2024 7:54 PM
138	This is sad and horrible!	7/15/2024 6:48 PM
139	Having previously lived on the outskirts of Sherwood, I don't support the expansion: Big houses, high incomes, lack of diversity in housing and people (it's where Northern Californians relocat to be part of the nascent wine culture). You can't buy a house for less than $500K . It's lovely, don't get me wrong, and we need more high-income sprawl NOT. Its an incredibly homogenous community. No-let's see how the Roy Rogers annexation turns out first.... and what in gods name are you going todo about the traffic. Tell Sherwood they can annex once we have light-rail to Tigard.	7/15/2024 6:47 PM
140	Yes	7/15/2024 5:30 PM
141	Too much traffic. Need public transportation!	7/15/2024 5:14 PM
142	Without a westside bypass, how will existing and increased traffic access freeways?	7/15/2024 4:05 PM
143	The city of Sherwood is biting off more than it needs. The majority of people in our area are NOT for this unnecessary expansion. I am not against growth for our city, but to attempt to increase it by 42% at the expense of family farms, wineries, and forested areas is an affront to our country-like community.	7/15/2024 3:37 PM
144	those choices of three in the above question are tough! All are important so I am not necessarily committed to my choices. I think the Sherwood expansion is appropriate.	7/15/2024 2:17 PM
145	Approved	7/15/2024 1:19 PM
146	This is Sherwood West is simply more sprawling expansion that is auto-centric and auto-dependent. The housing "mix" merely gives this an acceptable veneer. Where is mass transit? Upzone areas close to mass transit. Do not put single family development and multi-family development on the outskirts of the UGB. This sprawl, plain and simple.	7/15/2024 1:16 PM
147	I do not support Metro overtaking the small quaint town of Sherwood!	7/15/2024 1:14 PM
148	This should not be approved. Sherwood, Wilsonville, and Tualatin are currently in the process of wasting one of the largest industrial sites already within the UGB by each separately	7/15/2024 1:04 PM

	seeking development, often on small, 10 acre parcels. At a time when some think the region needs more large industrial parcels, these jurisdictions are wasting a huge area, already within the UGB, that should be developed as a single unit. Consequently, giving Sherwood more land for any purpose is like rewarding them for bad behavior. Fundamentally, if jurisdictions are doing a poor job with the land they have, they shouldn't ever qualify for additional urban land. Metro needs to find a way to be firm, clear, and consistent. Right now it seems to be afraid of its shadow.	
149	Don’t let it be as awful as the development on schools and Roy Rogers. It’s so ugly and dense and doesn’t have services like grocery stores.	7/15/2024 12:44 PM
150	If you build it, they may or may not be able to afford it. Factor in housing costs before building more housing. Build up not out	7/15/2024 12:42 PM
151	Sherwood proper needs to allow apartments. As an affordable housing developer, I can tell you they are not friendly to multifamily inside the original downtown core where increased density makes a walkable community.	7/15/2024 7:29 AM
152	There's already too much growth in this area.	7/15/2024 6:36 AM
153	I am not well informed but want a full size library branch in that neighborhood.	7/14/2024 5:41 PM
154	The mixed employment area near Elwert/Scholls-Sherwood looks like a recipe for warehouse/data center blight and traffic.	7/14/2024 4:00 PM
155	Metro can’t even manage Roy Rodgers and Tualatin Sherwood Rd. as it is. Adding 3,000+ homes is just foolish and an obvious tax grab and money scheme by developers.	7/14/2024 3:39 PM
156	Leave agricultural land, green spaces and wetlands alone. Plant trees in already developed areas. Limit growth to areas with established city water supplies and leave all wells and groundwater areas out of development. Keep manufacturing and all big business ventures out of Sherwood. No data centers or any polluting influences of any kind.	7/14/2024 3:29 PM
157	Please see my thoughts on the Sherwood West Project in my previous comment. The Lebeau and connected Edy road project is unnecessary and will impact the residents of this area as well as the environment negatively. Wineries in this area are concerned with the potential negative impacts that developing this area will have. This area is home to many creatures that will be further pushed out and harmed due to this plan. Sherwood needs to have some natural areas maintained and I hope we will not lose what makes Sherwood beautiful so that others can profit. Tualatin-Sherwood road has been developed so much and is an embarrassing eyesore for our community. Please do not strip every piece of beautiful land and turn it in to a soulless development. I am very much opposed to that portion of the Sherwood West plan. Those that presented this plan did not discuss their intentions with residents of the area and have lied to Metro about the support for the plan.	7/14/2024 2:24 PM
158	Stop the Sherwood West development. The rural community that is a risk does not get to vote for Sherwood City officials who have made the choice to ask for expanding. We DO NOT want this to go in to effect. We don't want to lose our farms. We don't want to lose our land. We don't want to lose our trees. This is not necessary for Sherwood. We don't need to expand, we have other options. This would be a huge negative impact to the native plants trees and eco system that thrive in this area. We didn't need to bring that large of population and business that close to the wild life refuge. This needs to stop. The community on Lebeau Rd do not want this.	7/14/2024 12:02 PM
159	I believe that this proposal does not meet the goals of the region. To start, the proposal does not state whether there will be added transit to the region, or whether bike infastructure will be included. Combined with the fact that a large portion of the housing area that will be developed is planned to be low density means the newly developed area will just be more car dependent sprawl, as many of these new residents will have no other choice but to drive. The portland region does not need more cars driving through the area and commuting between work, home, and other activities, as it is known how bad cars are for our enviornment. More cars commuting from sherwood will also mean more traffic through the southwest area of the portland region, which already suffers from congestion around the I-5 corridor and a general lack of density and transit access. After looking over the area closely with satelite imagery through google maps, it is clear that sherwood has plenty of land to infill and add density, especially near the only 2 trimet bus lines serving the region. Through redeveloping various seas of parking lots, and empty plots of land, I believe the city of sherwood already has	7/14/2024 11:44 AM

	options to develop land and add real density where it matters, instead of continuing to develop urban sprawl as is evident by the contents of the proposal.	
160	No more expansion. Keep and maintain what is already in Sherwood. Creating more housing in not a solution	7/14/2024 10:51 AM
161	The city of Sherwood has not demonstrated a need for this large of an expansion plan. Land recently added to the UGB for commercial development has not been completed, so why would the city of Sherwood even more land for this purpose?	7/14/2024 10:30 AM
162	Too many homes!!! Please stop!!!	7/14/2024 10:27 AM
163	No more growth. We are being squeezed and traffic is horrible.	7/14/2024 10:15 AM
164	This is a poorly planned, unneeded, and irresponsible amount of growth in a region that is surrounded by and supported by active agriculture and farming land. Sherwood hasn't even fully developed the land on the East side of the city for commercial use, but says it needs additional land for increased tax revenue. This commercial land that is currently in the plan is for manufacturing, which is more geared toward robotics and mass production, with few employees, rather than employment of several community members to benefits the community. This proposal exposes the area to more pollution, environmental toxins and exposures and will damage existing agriculture, farmland, and natural space. Please reject this proposal in its entirety.	7/14/2024 10:10 AM
165	Way too much low density housing and needs more of a wetland buffer. Needs more commercial and shops by the high school for kids during lunch.	7/14/2024 9:29 AM
166	I think Metro should institute minimum density standards. Density before expansion.	7/14/2024 12:10 AM
167	The proposed infrastructure funding plan is vague at best. Relying on SDCs and "outside"funding is insufficient. No expansion should be considered until there is a concrete committed plan for the infrastructure funding.	7/13/2024 11:09 AM
168	The amount of proposed mixed use are is extremely small but this type of planning can be more beneficial for the city. With current plan it just increases sprawl and carbon footprint.	7/12/2024 11:46 PM
169	I just want to emphasize that the Portland area needs to focus on creating more density and creating spaces that are focused around building an enjoyable community. In my opinion, this would be through walkable and bikeable areas alongside spaces were the community can gather without the need of cars. This will maximize the efficiency of the space and take big steps towards addressing climate change issues. We should do this with current spaces within metro area limits rather than expanding outward, leading to more sprawl which is bad	7/12/2024 8:20 PM
170	I am against it.	7/12/2024 6:15 PM
171	My neighbors and myself are in favor of expanding into the Sherwood West reserve. There is very little farmers in the 1,291 acres. We are right above the new High School and there needs to be more growth.	7/12/2024 1:16 PM
172	The inclusion of mixed employment is a welcome one but I must restate that such space should not be made to cater to large retailers and must be kept for local small businesses, as I have stated earlier, mixed use zoning is imperative and although included it lacks slightly, as well as the amount of low density neighborhoods are too high. Something else I have also not seen anywhere is a lack of cars, although this may fall outside the scope of this proposal pedestrianized areas that restrict or exclude cars are a key part in making mixed use areas enjoyable and in encouraging biking and walking	7/12/2024 7:36 AM
173	Hopefully achieved home numbers are at the high end of the figure if not exceeding it. We do not need unnecessary sprawl.	7/12/2024 12:25 AM
174	If new urban areas are claimed from existing undeveloped land, these areas MUST be high density and transit oriented. These areas should discourage automobile transit. Reference Utah City. However, the best solution is to NOT expand urban growth and to preserve undeveloped, natural lands.	7/11/2024 10:35 PM
175	There is no plan to expand MAX or any other high capacity, high quality transit to Sherwood, much less to the expansion area. Shame on you for not even mentioning transit, or regional bicycle network connectivity, in the factors that are the most important to consider as the City, and especially the REGION, consider expansion.	7/11/2024 6:14 PM

176	No more sprawl. Sherwood needs to focus on building over their ridiculously huge parking lots and empty monoculture grass fields.	7/11/2024 4:30 PM
177	Do not expand the UGB and force our marginalized communities further out into the margins of our metro area. This plan has no vision for how people who live here will circulate or travel to jobs outside of this ultra suburban development.	7/10/2024 10:17 PM
178	Sure, allow Sherwood to expand. But don't stop there, let other cities and counties expand too.	7/10/2024 8:33 PM
179	Urbanf growth Shou only expand of housing built is all high density and half the units are reserved for low income families.	7/10/2024 5:18 PM
180	The goals of the region sound great on paper. The primary factors of consideration are whether the plan actually meets those goals, and whether implementation of the plan can result in meeting those goals. How is the proposed expansion region meeting the goal of having 'the option of living close to work' if the industrial area is separated from the large majority of the residential area (including all of the mixed use and commercial area) by the Title 13 conservation land around Chicken Creek? These considerations should at least be addressed by the plan. Additionally, how can we be sure that Sherwood as a city will be able to provide the urban density that our region needs (to meet our goals) when vanishingly little of the city's existing development is dense or mixed use? Sherwood's downtown area is barely two blocks in size. If Sherwood was able to guarantee such development, meeting our region's goals, I would be happy with the plan and its UGB expansion. More housing is more housing, and we need more housing, but we can not just keep expanding with suburbs.	7/10/2024 12:35 PM
181	No one besides the developers that will profit off building more houses/apartments wants this expansion. Please listen to the majority of the residents in Sherwood and DO NOT EXPAND. We're good as we are and the small town feel has already diminished too much even in just the past 10 years. Don't make it worse. We don't want to be the next Beaverton and then Portland. We want to feel safe.	7/9/2024 9:55 PM
182	Sorry I could not figure out how to rank the elements. Not sure I did that right. We should be able to number them 1 through whatever. Always the involvement and engagement of the total community comes first.	7/9/2024 3:48 PM

Q15 Is there anything else that you would like the Metro Council to consider as they make a decision about whether to expand the Urban Growth Boundary as described in the Sherwood proposal?

Answered: 218 Skipped: 147

#	RESPONSES	DATE
1	Consider the voice of the people who have lived and thrived in this area, those voices don't appear to be heard in this matter.	8/23/2024 10:13 AM
2	I do think there needs to be more opportunity for affordable housing . It seems crazy to have a huge high school with almost no houses around it ?	8/22/2024 9:57 PM
3	Slow down	8/22/2024 9:48 PM
4	please consider that the expansion decision should benefit all residents, including those in historically underserved communities, by providing affordable housing and accessible public services. Please also make a decision that will ensure strong environmental protections. It's a lot to balance, and reading the reports makes it clear that this is complicated without any one "answer" to what/how to decide—I think it is most important to make the decision about expansion that will guarantee that these priorities are being worked toward.	8/22/2024 9:45 PM
5	This plan is bad for Sherwood, bad for the Metro area and bad for the future of Oregon and Oregonians.	8/22/2024 7:13 PM
6	Please listen to those who live in Sherwood about what we want in terms of the UGB.	8/22/2024 6:57 PM
7	Leave Sherwood how it is and do not expand the boundary	8/22/2024 6:35 PM
8	There is a plethora of empty warehouses and houses that can be renovated. Do this before taking any more farmland to build more buildings	8/22/2024 6:32 PM
9	No. I think it is a good plan.	8/22/2024 4:41 PM
10	The expansion area intrudes into farmland. The existing/planned roads are already inadequate for traffic transiting the area. McMansions should be restricted.	8/22/2024 1:31 PM
11	Thank you, Metro Council, for listening to the public. I encourage Council to be extremely cautious about expanding the UGB. We should focus on further developing our existing area within the UGB rather than expanding Sherwood at this time.	8/22/2024 11:43 AM
12	If you are going to increase the Urban Growth Boundary in the Shewood area, Please don't approve it all. The area around the enourmous high school would be plenty. That land is already ruined so don't ruin any more.	8/22/2024 10:30 AM
13	Please do not expand urban growth boundaries, when there is so much opportunity for density and walkability in the existing perimeter.	8/22/2024 10:11 AM
14	Yes, making development pay for itself should be required. I don't mean just a one & done upfront fee/SDC. After a developer pays their one-time SDCs, they get to run away with millions of dollars in profit, while the existing residents are left with the traffic congestion (and frustration) as well as the burden of paying for new schools, new roads, new water facilities, new fire stations, and staffing in these new facilities due to the increase in population their development has created. I'd like to remind you that many of us are retired and on modest fixed incomes. "Affordable housing" means more than just the purchase price or cost of rent - it also means not taxing seniors out of our homes. Dramatically increasing our property taxes via bonds and levies is doing exactly that. Instead of giving developers price breaks and incentives, they should only be allowed to build if it doesn't adversely affect the pocketbooks of the existing population in the area. The other critical concern is the environment. As I've mentioned, this is an area with forests of mature trees. We are in a climate crisis, and these trees help us by providing shade, sequestering carbon, preventing erosion, and providing wildlife habitat. When you replace trees with concrete and asphalt, the whole area heats up.	8/22/2024 3:12 AM

	Saying that developers replant trees is a joke, because these tiny little trees with a diameter of your thumb are not even remotely equivalent to the large mature trees they have destroyed in their quest to become even richer. Many neighborhoods in Portland have "heat islands", and the City is trying to plant more trees to combat the rising temperatures - wouldn't it make more sense to not cut them down in the first place? What's even worse, is that they clear the land then set what they've cleared on fire! There is a property on Scholls-Sherwood Rd & Elwert Rd that has burned every day for months at a time. The property is very close to the Tualatin National Wildlife Refuge.	
15	The mixed employment area expansion into protected upland wetland habitat was done after the public outreach with no community input. The reference to industrial use was not used during public outreach; Only after public outreach was finished. Bringing in the industrial development on the north end of Sherwood West should not occur unless the citizens of Sherwood have a good faith opportunity to weigh in. Before Metro Commissioners decide they should have their staff review the final plan, but also the communications during the various meetings. You will see what I say here is true. The plans for Elwert Road would degrade the regional connector role it serves. Traffic on and off of Hwy 99 has major delays during rush hours. These conditions have persisted for years and will only worsen if all of Sherwood West is brought in at this time. The City and County need to improve the capacity of Elwert Road, and it's Hwy 99 connection before adding so many homes.	8/21/2024 11:19 PM
16	don't do it, don't do it, this is the opposite of what we are supposed to be doing.	8/21/2024 8:19 PM
17	The concept plan proposed described a mixed employment zone, which included, industrial use, that was not advertised untill after the public outreach peroid was complete. It is not fair, or reasonable, to state the residents of Sherwood are in agreement with industrial zoning in the northern region of the proposed expansion. During the public outreach of the Sherwood West concept plan, mixed employment was represented as a mix of office, light industrial, and flux space. However, after public outreach, the need for industal manifacutring has been a major emphasis of the plan and further dialogue. It is not a good faith statment to suggest that residents of Sherwood are informed of the expansion plan, let alone support industrial use of the aforementioned land.	8/21/2024 6:39 PM
18	Consider who is pushing for this concept - voting citizens or developers and city officials? Follow the money and you'll see. Last survey showed over 80% of voters did NOT want this.	8/21/2024 5:59 PM
19	Consider the impact it will have on current plans to make walking, biking, and transit a more viable alternative to driving.	8/21/2024 4:59 PM
20	Sherwood overbuilt their high school and now the operating and maintenance costs are more on a per student basis than projected. Don't make the same mistake with the UGB expansion, scale it to meet current needs and reflect recent data. This expansion size may have made sense with the growth from 2000 but it doesn't now. You will be trading a vibrant and valuable agricultural area into a land speculator's dream.	8/21/2024 4:31 PM
21	Oregon is a unique state due to its urban growth boundary and early efforts to preserve the beauty and productivity of agriculture. Every time the growth boundary is usurped we loose a little more of that unique quality.	8/21/2024 3:54 PM
22	I would encourage the Council to really consider is it necessary at this time to bring so much land into the UGB, given the data provided on slower population growth than expected and adequate light industrial already available in the UGB. Please tell the city to go back with a requirement to reconsider smaller parcel at this time and to have a more comprehensive traffic study done in conjunction with WA county and ODOT on what the impact will be to our roadways before allowing this much growth to be approved.	8/21/2024 3:11 PM
23	Don't do it. It can't pay for it's own maintenance in a few decades just like Portland can't now. You can achieve all those goals by building denser in the existing UGB. Something other than suburbia might even make Sherwood worth visiting.	8/21/2024 2:42 PM
24	Metro states the "Urban Growth Report" will document whether more land is needed. After a brief review of the Executive Summary, I did not see an answer to this question. Is more land needed? Evolutionary growth planning is required to enhance and maintain the quality of life in a metropolitan area. Sherwood's proposal is Revolutionary, NOT evolutionary. Given recent slowing growth trends, it seems wise to grow gradually, minimizing the occurrence of un-intended consequences. Thank you for your time and consideration.	8/21/2024 11:23 AM
25	Land developers and politicians. Somebody is getting greased.	8/21/2024 8:44 AM

26	Sherwood is asking for to much land.	8/21/2024 7:17 AM
27	Single family homes or 10k+ square foot lots.	8/20/2024 11:42 PM
28	The size of the requested expansion is not supported by facts and the City of Sherwood should be asked to reevaluate the expansion request and right size it to suit the true growth potential for this area.	8/20/2024 7:59 PM
29	Sherwood is a small town and the projected future population growth in no way reflects what is proposed in this expansion. Hundreds of homes are currently being built and retail locations sit empty as retailers have left the area. Sherwood needs to revitalize its existing areas before trying to grow.	8/20/2024 6:37 PM
30	Holly ochoa, Steve ford, and I are all interested in working with Sherwood planners to bring in our 20 combined acres for mixed use and or housing.	8/20/2024 6:28 PM
31	Think long and hard and don’t be swayed by paid consultants who will benefit from growth	8/20/2024 5:09 PM
32	once its gone its gone	8/20/2024 5:00 PM
33	Push back against the people who’ve got there’s and want to limit others.	8/20/2024 4:53 PM
34	Preserve the few remaining farms, green space, access to the outdoors.	8/20/2024 4:30 PM
35	Please see my comments above. The proposal is a wild overreach and should be denied in its entirety.	8/20/2024 4:23 PM
36	Please listen to the Sherwood Farm Alliance. We have presented facts that conflict what city leaders and builders are promoting. We DO NOT have the roads and infrastructure to support this massive increase in acreage into the UGB. Our land is too precious to pave over with the amount of housing suggested, and metros own projections of growth are SIGNIFICANTLY lower than the projections of the city. Just check out the numbers they said we were going to grow for our new high school just a few years ago, the growth numbers were way off base. We built a massive high school that is not at full capacity, and affected all of our taxes and we are still paying off all the infrastructure for that, I think the average Sherwood resident cannot support another massive build in our area that makes the builders rich and leaves the city residents to come up with money for more schools, more roads, more infrastructure and also destroys our beautiful land, thank you	8/20/2024 4:19 PM
37	Do not expand and thereby put further pressure on existing Title 13 refuges for wildlife. Current forest land should be preserved, not destroyed by replacing it with houses.	8/20/2024 4:16 PM
38	We were very involved in the 2016 Concept Plan that the City of Sherwood completed prior to the current Concept plan. It was very evident that the City had an agenda both for the 2016 concept plan and the current concept plan that while they promoted community input, despite hours of involvement, we saw little to no interest on the City's part to make any concessions or listen to the small farm owners in the area being considered. They went through the motions of "listening" to opposing interests, but there was really no interest in farm/wine/small woodland farmers interests. We provide jobs too. We bring in income that contributes to the benefit of all through our taxes, but we are not big enough to be considered as worthwhile contributing members to our community and it is better to bulldoze our properties than to allow farming/winery/woodland enterprises to continue in this area.	8/20/2024 4:00 PM
39	Please reject Sherwood proposal to expand the UGB.	8/20/2024 3:56 PM
40	Don't expand it. Enough land in current boundaries to meet needs for many years.	8/20/2024 3:56 PM
41	Available lands for housing, and SDCs, could be the single biggest driver(s) for affordable housing. The laws of supply & demand are not broken, and housing is too expensive in Oregon!	8/20/2024 3:43 PM
42	Listen to the home and property owners who will be most impacted by the permanent loss of agricultural land as well as the lack of existing roads and infrastructure costs that will impact the community.	8/20/2024 3:02 PM
43	Listen to the local citizens and what they have to say. Read the Save Sherwood West concerns.	8/20/2024 11:03 AM
44	I am STRONGLY OPPOSED to the expansion of the UGB as proposed by the City of Sherwood.	8/20/2024 9:56 AM

45	East-West transit/transportation connections, especially to Oregon city. If Sherwood was built as a denser TOD node, then it could help the region develop as a less congested grid.	8/19/2024 6:16 PM
46	develop existing land in the UGB, we will not be able to utilize an expansion, and it is a waste of money, resources and the environmental impact will be irreversible	8/19/2024 12:50 PM
47	Consider transit planning.	8/19/2024 12:08 PM
48	Expanding the urban growth boundary is a horrible idea. We need to build more housing in the land that is already a part of the UGB. We have plenty of room already. The urban growth boundary is already too large in my opinion.	8/18/2024 11:25 PM
49	I beg everyone at Metro considering this, don't let Sherwood have this land. We've already lost the kindness here, we don't need to further it with a larger population.	8/18/2024 10:42 PM
50	Eh, what’s the point. The Boomers are going to do it regardless. This process is a formality :-)	8/18/2024 9:29 PM
51	We should continue following the growth trends that allowed this area to become so unique in its development. Strong growth boundaries and ensuring walkable, inviting, and friendly places are what make the Portland area a destination, not sprawl	8/18/2024 3:47 PM
52	Don't violate the integrity of the UGB to satisfy the poorly zoned single family housing suburban expansion of Sherwood.	8/18/2024 2:29 PM
53	Density, public transit	8/18/2024 2:28 PM
54	Metro and The City of Sherwood work for us not the other way around. 70% don’t want it. Why can’t you respect the wishes of the vast vast majority of citizens!	8/18/2024 2:15 PM
55	I'd like you to consider WHY you need to expand the UGB in an area with limited growth expectations where there are no projected shortages in available space for the next 20 years? And why you need to do it in the direction of farmland?	8/18/2024 1:24 PM
56	Do not expand the UGB.	8/18/2024 1:13 PM
57	I like the plan. I know there is an opposition group but there are those of us that support the plan too	8/18/2024 1:08 PM
58	Sherwood has space for more density instead of further sprawl.	8/18/2024 12:51 PM
59	The 2040 Growth Concept Plan has been a failure. The regional centers and town centers it envisioned have almost universally not been built out. Metro needs to create a new regional plan that has very prescriptive rules for cities, and has actual mechanisms built in that ensure development happens as planned. We have a dire housing shortage, and we need to take it seriously. We have had these UGB expansions every few years for decades now and it hasn't been enough to end the shortage because the problem isnt a lack of land! The problem is and will continue to be that cities enforce apartment bans, take many months to get out permits, and charge 10s of thousands of dollars in SDC and permit fees. Reject this plan and get to work solving the actual underlying issue.	8/18/2024 12:01 PM
60	Please consider the type of climate impacts, fire risk, and transportation challenges that will accompany this proposal. Cookie-cutter suburban tract homes is not the type of housing that will be climate resilient. Please think better of this status quo proposal. We need a course correction for the better. Please vote to deny this application.	8/18/2024 11:33 AM
61	Think about the whole picture…and the impact on the land.	8/18/2024 9:42 AM
62	Our city leaders are not listening to its citizens. YOU MUST listen to us. We do not want this here!	8/18/2024 7:51 AM
63	Does Sherwood really need to look like phoenix?	8/18/2024 7:24 AM
64	I don’t think Sherwood is ready to expand the urban growth boundary	8/18/2024 1:17 AM
65	We need more housing in the entire region! Allow land owners and developers more freedom to meet the needs based on a free market.	8/17/2024 2:51 PM
66	I was offended a little bit at the Council presidents comment that we only have three people of color at Sherwood high School. I would encourage her to come visit us for our Diwali festival,	8/17/2024 9:15 AM

	or our moon lantern festival to see the hundreds of people from Sherwood who are attracted here because of our good schools.	
67	Our schools and roads are at max capacity already. We are already developing several areas with houses and industrial/commercial buildings. Sherwood needs to stop, study, and evaluate the impact before bulldozing ahead with more development to the detriment of our farms and wildlife.	8/17/2024 8:35 AM
68	Please, please do not allow this to happen. Our children are already in classes of 30+ kids, we don't need more crowding. We enjoy our small town and will be forced to leave if this happens.	8/17/2024 8:08 AM
69	Leave as is	8/16/2024 11:11 PM
70	Less multi unit housing	8/16/2024 9:56 PM
71	Sherwood doesn’t need to become another Beaverton. Is there a real need to turn Sherwood into a crowded traffic congested mess?	8/16/2024 9:37 PM
72	When deciding such a significant proposal please make sure and challenge when in doubt, that the local representatives have taken all prudent measures to insure they fairly represent their communities.	8/16/2024 4:35 PM
73	Sherwood city council has lied to you. There was no input from the residents already living in sherwood west. You are proposing something that no one wants and no one needs. We love the farmland and agriculture of our area. New residents will be very upset by the air cannons that are used during harvest season to keep the birds away. So it is clear to me you don't live here and haven't visited here or you would know this.	8/16/2024 11:49 AM
74	Expansion is not only about creating jobs and financial gains for Sherwood. We need to think long term and how adding 4,500+ homes will impact the environment, traffic, and crime. Let's keep the "small town" charm of Sherwood. Do not expand the Urban Growth Boundary.	8/16/2024 7:48 AM
75	Vote this in and you get voted out. This is dumb. We don't need it and the people here don't want it.	8/14/2024 1:11 PM
76	Our taxes are already high and would increase more. Our schools are already understaffed. Farmland is disappearing.traffic is a nightmare. People working in Sherwood can’t afford to buy in Sherwood.	8/14/2024 6:30 AM
77	A 41% increase in the size of Sherwood. It is excessive, unnecessary, wasteful of rich farmland, will increase traffic congestion, and your property taxes.	8/14/2024 5:36 AM
78	I am 100% opposed to the extension of the urban growth boundary. Communities need to work together to address the growth issues. Just because Portland can’t manage their growth/population and drug crisis (that they created) doesn’t mean that this county should accommodate future growth. Stop the expansion to the west and make the current communities support their population	8/13/2024 10:10 PM
79	Expansion of the UGB to the sherwood west would be detrimental to forests, waterways, farmers and farmland. This concept plan runs within distance of wineries and MAJOR forests that literally help keep the area more natural. The carbon footprint of this many people would not be healthy and 99W including Roy Roger's and ELWERT cannot sustain this. Look at Wilsonville with Villebois and I5. The traffic will be horrid. We live in Sherwood because of the beauty, the farmland the wineries and the community. This community is SMALL for a reason and the people here like it this way. The back of Bull mountain is expanding rapidly and Roy Roger's cannot take all this traffic. Please reconsider because this will not be a beneficial choice for waterways, forests, animals, farmers, residents and the environment. Thankyou. Sherwood resident.	8/13/2024 9:04 PM
80	Consider how the farmers are going to be impacted and the small town, neighborhood feel that people in Sherwood take pride in as well as the heritage. Think about how the nature isn't going to become just miles of houses and industrial complexes	8/13/2024 8:03 PM
81	stay out of sherwood	8/13/2024 4:49 PM
82	traffic to/from sherwood from surrounding cities is already terrible and this will only get worse and add to that as well!	8/13/2024 3:33 PM
83	Do not expand the UGB	8/13/2024 2:00 PM

84	When will the Urban Growth boundary stop being extended? When is enough is enough? Do you want Sherwood to end up like Beaverton? What about food supply when farms keep vanishing into the boundary?	8/13/2024 1:00 PM
85	Just remember who or what is being affected by your decisions and how hard they are to take back.	8/12/2024 6:15 PM
86	The pendulum will eventually swing. Start expanding the UGB's before the voters turn on you (only a matter of time)	8/12/2024 5:35 PM
87	Bus and biking lanes where possible	8/12/2024 4:48 PM
88	Less people less traffic Less large shopping centers	8/12/2024 10:04 AM
89	I feel like the crime rate that is almost impossible to enforce right now needs to be considered. More people means more crime. And if we can't take care of the problems we have now then we shouldn't add to them. That's just basic common sense	8/12/2024 7:28 AM
90	Stop sprawl. We have a very fertile valley and need to grow food.	8/11/2024 10:50 PM
91	Please don't ruin the rural natural beauty of our community.	8/11/2024 8:17 PM
92	CLEAN HOMELESS CAMPS. LIMPIEN Y ERADICATE LOS CAMPOS DE HOMELESS. Es el mayor problema de vivienda en Metro Portland.	8/11/2024 2:36 PM
93	It's needed! We need more housing options for the growth of the town	8/11/2024 11:21 AM
94	Traffic. Safe walking paths	8/11/2024 10:33 AM
95	The only real long term fix to help reduce homelessness is the expansion of the UGB. When it comes down to it housing is a supply and demand issue. Government regulation and boundaries reduce the supply.	8/10/2024 11:51 AM
96	Do not expand the UBG	8/10/2024 10:41 AM
97	Not at this time.	8/10/2024 7:43 AM
98	Expand the urban growth boundary to allow more homes with yards. This high density pack them and stack them is ruining our livability. Roads are congested and it's UNREALISTIC to believe we will give up our cars.	8/9/2024 6:12 PM
99	Industrial land should have a 7% or less slope.	8/9/2024 5:54 PM
100	Respectfully request that Metro Council consider tabling the proposed Sherwood UGB expansion plan, and require the City to reconsider its explansion goals and desires and submit a revised plan after having more meaningful input and working partnerships with affected landowners living and/or working the land within their property.	8/9/2024 11:31 AM
101	Please don't do it, too many people at present is causing dangerous traffic situations. High speeds and too much congestion on country roads not built for this volume of traffic. Too many accidents have already occurred and if Metro does not take this into account Metro will be legally responsible for future accidents and needless deaths. Study the traffic on the surrounding country roads, you will find this to be true.	8/9/2024 7:04 AM
102	Please do not expand into the country. Getting closer to ny house every year.	8/8/2024 9:08 PM
103	Just say no	8/8/2024 7:50 PM
104	Sherwood is the last smaller scale town close to I5 and we do not have the capacity to grow anymore. Traffic is already awful and we don't have the space to expand any longer.	8/8/2024 2:00 PM
105	The urban reserves were so designated to account for urban growth boundary expansion in the region. Sherwood has completed a plan for one of those designated urban reserve areas, demonstrating how it could be developed and served with utilities and governance. Metro Council should approve the UGB expansion request, finding that Sherwood has met the requirements of the Metro Urban Growth Management Functional Plan and has put forth a plan to help provide needed jobs and housing to our region.	8/8/2024 1:13 PM
106	The more time these processes take and the more complicated and prescriptive the results are, directly relates to a higher cost of land and for meeting future housing demand and employment needs.	8/8/2024 12:08 PM

107	We have lived in Sherwood for 22 years. We will soon be in a home too large for us. We would like to stay in the community we helped build, but there are no single housing 55 and older neighborhoods, preferably gated. AND they will be small homes that most likely are unaffordable. Chew on that!	8/8/2024 11:48 AM
108	I have lived in Sherwood for almost 30 years. During that time it has blown up, we are losing the small town feel we used to have. Please help keep us from growing anymore west and explore other opportunities. Keep what little beautiful country we have left just how it is.	8/8/2024 11:47 AM
109	Please don't do it.	8/8/2024 11:28 AM
110	If possible slow the expansion down. With slowing population growth & other areas expanding, infrastructure that is inadequate, this should not go forth as is. We want to preserve an Oregon life style, not become California.	8/8/2024 11:10 AM
111	No	8/8/2024 10:50 AM
112	Added info in previous page	8/8/2024 9:43 AM
113	Do not do this to Sherwood!	8/8/2024 7:19 AM
114	My ask of the Council is quite simple. Follow the outlined legislation, purpose and protocol for 20 year outlook for UGB expansion requests, and Follow the Facts. The Sherwood West Concept Plan may appear to be an impressive package; however it represents the view of politicians and commercial developers and not a demonstrated need for more developable land.	8/7/2024 8:32 PM
115	Metro has the power to protect Oregon from urban sprawl. The plan does just the opposite of that and without data to support any demonstrated need or realistic achievable benefit.	8/7/2024 8:15 PM
116	do not allow sherwood to expand the ugb, there are many places already in the region that has opportunities for additional jobs and residential growth	8/7/2024 4:36 PM
117	I hope Roy Roger's Road does not get overwhelmed. I work in Elmonica and live in Wilsonville, and during the afternoon commute, it is faster than taking I-217.	8/3/2024 8:38 PM
118	See main essay on my criticisms, but otherwise I'll mention neighboring communities each had UGB expansions in the past cycle (King City out to Roy Roger's Rd, and Wilsonville with Frog Pond) that have not been developed yet, providing more area housing needs. In addition, a mid cycle swap in benefit of Tigard, taking acres from Damascus, adds additional housing land, making additional growth unnecessary.	8/3/2024 12:03 AM
119	There are zero amenities (stores, restaurants, gas stations, etc) in that part of town. Please make developers include those in their plans. I understand the land in this area is expensive, and the more houses they can squeeze into an area, the more profit they make, but it’s counterproductive to the sense of community that all these surveys speak so much about. Please don’t force an entire town’s with of new residents to drive to 99W/Sherwood Blvd or 99W/Roy Rogers for everything. Provide these basic services for these residents closer to their homes.	8/2/2024 3:27 PM
120	Although I think that Sherwood has the right mindset with keep the goals of the state in tact with the chip manufacturing, it seems like they are behind on timing. I feel like there are better areas with freeway access for transportation, if they build out the land off of Roy Rogers as employment/industrial it seems like there's limited future growth beyond this. I would recommend areas like Hillsboro, Tualatin, and Wilsonville. I think that was a bad planning part on Sherwood and the panels.	8/1/2024 12:39 PM
121	I did not answer about the Sherwood proposal as I am not in that area. However, I did indicate my overall preferences for what should be considered in UGB decisions.	7/30/2024 7:46 PM
122	There are a lot of small acreage lots with housing already on them and I would expect most of these lots would not be available for development for more than twenty years from now. There is also farming activities going on in the area, that do not appear to be available for development in the near future. There appears to be no real adequate plan for future transportation, water and sewer, and electricity, that will adequately serve the current area, let alone any future expansion.	7/30/2024 9:09 AM
123	The west side has such heavy traffic due to the extensive growth, I hope the new streets are accommodating of this reality.	7/30/2024 8:24 AM

124	Sherwood has a comprehensive plan and they know what is best for their city. Lattititide should be given to incorporate city objectives. There is too much top down planning.	7/30/2024 7:20 AM
125	Need to have Development Pay for itself. Putting new infrastructure on the backs of current residents is not acceptable. Develop and dash ,leaving "us" to pay for fire, police, schools, etc. part of the Development Ponzi scheme we are still buying into.	7/29/2024 9:42 AM
126	Let's not eat up more rural land unnecessarily. Instead, let's focus on greater density within the existing urban area.	7/28/2024 8:39 AM
127	Housing is unaffordable. Do not accept that the west coast needs to be expensive. We made it this way. We need a reset. We can and should set our goal to be more affordable than the Mid-West. Build more housing. All kinds of housing.	7/25/2024 7:25 PM
128	I'm strongly in favor of expanding the UGB as described in the Sherwood proposal. Long overdue!	7/24/2024 5:40 PM
129	Please look at the assertions of the City of Sherwood with a critical eye. Throughout the public outreach process they have often used vagueness and begged off serious concerns with a statement of it being to early in the process to make detailed plans.	7/24/2024 4:09 PM
130	Move to California if you want sprawl. Seriously, this is so irresponsible of you.	7/24/2024 7:36 AM
131	Our family has owned property in Sherwood for more than 100 years. We love the area and are thankful that METRO and the City of Sherwood planners are carefully considering options.	7/23/2024 9:29 PM
132	Denser	7/23/2024 8:58 PM
133	I have followed the preliminary work done by the city of Sherwood and believe they have captured the needs of the community and this expansion will make Sherwood stronger and provide more "Sherwood Quality" community around the High School and green land areas. Sherwood is unique and we'd like to see more people have the opportunity to be apart of this great community.	7/23/2024 8:41 PM
134	Just don't do it. I know there's a lot of pressure from developers and right-wing politicians to eliminate the UGB, but it has served us so well. Give the new middle housing and other infill opportunities a few years to show whether, as the growth projections suggest, they will provide adequate places to develop new housing that is more suited to achieving the region's climate and lifestyle goals.	7/23/2024 6:47 PM
135	Look forward. The future doesnt call for this	7/23/2024 6:25 PM
136	Stop it. Look at your own life	7/23/2024 3:29 PM
137	The several decades of suburban expansion since the Highway boom have definitively shown us that sprawl does not creat good communities, much of what made this region great and unique has been torn apart by Highway expansion and our main goal should be to fill the void left in its wake, expanding the growth boundaries would be contrary to that	7/23/2024 3:25 PM
138	If growth continues out in farm and agriculture areas, you will find one day there will no longer be berry picking, fresh eggs, pasture raised meat, flower farms and wineries, that people love to venture out to. You will also create a traffic nightmare by putting commuter roads where livestock live and tractors and other machinery will share those same roads.	7/23/2024 2:24 PM
139	The current untenable traffic problems. The adequate amount of buildable land within the current boundary. The financial interest in builders dominates the planning proposal, not the majority of citizens.	7/23/2024 12:17 PM
140	Please give credence to the comments of the public. Don't let the developers rule or community. They are here for the profit, we live here.	7/23/2024 11:53 AM
141	I would like to see more incentive provided for increasing transit options. Considering Sherwood's location within the Greater Portland Area, I imagine the increase in UGB will result in a increase in automobiles on the roads. Can there be a way to ensure an increase of transit options as part of the increase in UGB?	7/22/2024 6:10 AM
142	The area is losing residents. There's no reason to extend the growth boundary. Gentrify downtown. Leave the surrounding wilderness and farmlands alone. You're bought and sold by developers so I don't even know why I'm filling out this stupid thing.	7/21/2024 9:04 AM

143	I. The greatest asset to the Portland area has not been and will never be humans or anything made by man, but the natural bounty provided us all by the Earth. II. If we cannot live beautifully, why should we live at all?	7/20/2024 9:02 PM
144	Please never expand urban growth boundaries. Encourage density within existing urbanized footprints. Vastly expand public transit. Stop widening freeways. Fund housing as a human right.	7/20/2024 7:43 PM
145	Thank you for reaching out for opinions,	7/20/2024 10:44 AM
146	Make sure developers are legally on the hook to live up to their obligations instead of flaunting their disregard of the rules.	7/18/2024 9:47 PM
147	n/a	7/18/2024 12:06 PM
148	This proposal is the definition of car-dependent sprawl and should NOT be allowed.	7/18/2024 10:24 AM
149	We need more housing for seniors- single level, accessibility features.	7/18/2024 6:22 AM
150	Cycling, walking, and transit should not simply be options but the preferred mode of transportation around a new neighborhood such as this.	7/17/2024 6:53 PM
151	I hope you know how much of a transparent Money Grab this proposal is. Couched in disarming political jargon. The proposed expansion is in an area that struggles to support the residents as is. Highway 99 and 217 are virtual parking lots 80% of any day. Growth without sufficient infrastructure is irresponsible bordering on nefarious.	7/17/2024 6:18 PM
152	Unless the development pattern requires reuse and redevelopment of existing built areas first, while providing space for parks and natural areas, the expansion effort is based on false pretenses.	7/17/2024 2:26 PM
153	Stop building up over our beautiful land. This is the reason so many of us moved here.	7/17/2024 2:06 PM
154	We need more NW 23rds not more Lake Oswegos. If cities want to expand they need to do so in ways that allow for more mixed housing and not restrict the expansion area only for the wealthy.	7/17/2024 9:25 AM
155	I’m gonna be so real with yall. I come from Texas, and while they have a lot of draconian social laws, they know how to build housing — fast. Which is why housing costs are so cheap compared to here. While I don’t want 20 lane highways or single family suburbs everywhere, approving more land at a faster pace to build housing can change the game. Please approve the Sherwood proposal and continue expanding the boundary piece by piece.	7/16/2024 11:23 PM
156	I think it’s probably most important to consider the nearby communities and the transportation issues. I won’t be affected at all by this given where I live and I no longer own a car. Hopefully, adequate transit will be accessible to these new residents	7/16/2024 8:52 PM
157	Sherwood is a desirable city to live in because of its charm. This expansion would take away some of that charm and spread the city further apart instead of building it together creating more community	7/16/2024 8:51 PM
158	Does Metro conduct any evaluation (or require this of the applicant cities) to determine if this is the highest and best use of this area of the urban reserve, and/or whether there is not another place within the urban reserve that is better suited for an expanded UGB (even if it's in another city)? It seems misguided that cities apply for UGB expansion, instead of Metro determining where and when they should occur.	7/16/2024 8:43 PM
159	The roads that people will use to come and go from the new area. The roads already don’t support the population.	7/16/2024 6:32 PM
160	As a regional government, I believe that Metro Councilors have a responsibility to go out and talk to communities about the vision the Metro Council has for them and to listen to community feedback where they are. Decisions at Metro are made with City and County staff attendance in morning meetings, but they should attend evening meetings with Councils and Planning Commissions to hear the citizens sides of the stories, not at Metro. My opinion.	7/16/2024 5:01 PM
161	If you plan for decline you will likely achieve it.	7/16/2024 9:07 AM
162	Better increase of diversity at Metro in the team.	7/16/2024 8:01 AM
163	Just say NO, there is no reason for it. Approving this sprawl is not what METRO is supposed	7/15/2024 8:52 PM

	to be doing.	
164	Please clean up the trails at Mount Talbert Nature Park. So much poison oak and we need to do gymnastics to avoid it when hiking.	7/15/2024 7:57 PM
165	Sad to see our farm la d go to waste, we will never have that fertil land back ever again	7/15/2024 6:50 PM
166	I'm really proud of Metro and the UGB. Let's keep moving, and do it thoughtfully and slowly.	7/15/2024 6:48 PM
167	Make sure to preserve wildlife habitat and include good solar and other renewable energy options	7/15/2024 6:00 PM
168	Prioritize affordable single family housing and safe and affordable public transit.	7/15/2024 5:23 PM
169	More public transportation. More parks and trees!	7/15/2024 5:15 PM
170	I vote for no growth, Mother Nature thanks you	7/15/2024 4:41 PM
171	Please consider the desires of the people who call Sherwood home. You only need drive down Roy Rogers Road and see the abomination of development there to understand our intense contempt at the idea of those developers getting any closer to our bucolic countryside and beautiful rural setting. A 42% increase in the size of our city is unnecessary and unwarranted. Construction of this size will be a burden to all who live in the area for years to come.	7/15/2024 3:47 PM
172	Expand the boundary the maximum amount possible! The region needs more single family homes-thousands more homes!	7/15/2024 3:03 PM
173	Our land use laws have served us well, and has strong support. Going forward, we need to be flexible to address opportunities as they arise, and act far faster.	7/15/2024 2:20 PM
174	Again, don’t mix residential with working farm ground. Example, Roy Rogers Rd, one side now high density residential and the other ACTUAL working farm ground.	7/15/2024 1:39 PM
175	Thanks	7/15/2024 1:20 PM
176	Don't encourage expansion of the UGB under the disguise of affordable housing. In-fill and up zoning in close-in locales can solve the housing needs and address traffic and transportation issues. With all the expansion, where will we be in 20 or 40 years? Sprawl is not the answer no matter what it is called. Smart in-fill and upzoning development makes sense -- especially given the aging demographics. The new single-family neighborhoods will be empty areas in 30 years. Thank you.	7/15/2024 1:20 PM
177	Metro needs to remember that UGB amendments can't be undone, and that the UGB is about the only truly effective growth management tool in the US today. Consequently, what Metro does with the UGB is central to its success as a regional government. Metro needs to embrace this critical role and lead publicly to build understanding and support for probably the only thing that it does that has true and lasting value and impact. In addition, Metro needs to work with its jurisdictional partners to maintain, revise and needed, and publicize its vision for the region. Today, the 2040 Concept Plan is now 30 years old. Metro has ignored it's fundamental role as regional planner for way too long. That vision is out of date, unknown, and not authoritative. Metro has been given the opportunity to lead with vision, but it has insisted on doing nothing of the sort. For too long, Metro leaders have insisted that no more planning is necessary while ignoring the plans and vision that it has. Further, plans only represent the consensus of the moment they were adopted. Keeping plans and visions alive is an ongoing responsibility. It require work and commitment, and Metro has provided neither. If Metro doesn't want the UGB savaged by self-interested development forces, then it needs to frame the UGB by something larger. Metro has completely failed to do that, and the result is the kind of result we saw in the last Legislative session where Democrats, led by Governor Kotek, championed UGB amendment actions that would fundamentally make Metro, and this process, irrelevant. In addition, while Metro Councilors name-check climate as a major concern, they do nothing. They continue to push for highway expansions, and they have done nothing to update the 2040 concept to reflect concerns for climate and carbon emission reduction. Frankly, the emperor, in this case Metro, has no clothes. But Metro certainly like what it sees in the mirror. Please get real! Stop playing games with the region's future and get to work, particularly on the things Metro is uniquely charged with. Time is flying and you are not in the game.	7/15/2024 1:17 PM
178	I do not support this at all! Fix downtown Portland first!	7/15/2024 1:15 PM
179	No more concrete jungle. The traffic is HORRENDOUS around here. Too many cars and new	7/15/2024 12:50 PM

	crappy homes.	
180	Wilderness spaces are important for so many reasons, especially as climate change will be making urban life even more warm and unbearable in the future. I'd rather see Metro use the space already allotted to it than paving over even more land.	7/15/2024 12:44 PM
181	Fewer parking lots, less sprawl, more dense housing, narrow freeways and add tolls, more bike paths	7/15/2024 10:36 AM
182	Quit allowing land waste with huge estates. Focus on density and cleaned up safe transit and bike paths.	7/15/2024 7:31 AM
183	No	7/15/2024 6:09 AM
184	Please don't expand. The city has plenty of room for development inside city limits. In addition king city has already expanded and is working on developing a large residential area just down the road.	7/14/2024 6:17 PM
185	Thanks for asking	7/14/2024 5:42 PM
186	Approve it	7/14/2024 5:16 PM
187	Don't let existing Sherwood residents vote down UGB expansions that are needed to help the region accommodate growth and affordability.	7/14/2024 4:02 PM
188	Just like with the Brookman Rd expansion I believe the council will push this through, regardless of your employers, the voters.	7/14/2024 3:43 PM
189	Prefer to not include Sherwood in the urban growth areas.	7/14/2024 3:30 PM
190	Please do not approve the Sherwood West Plan.	7/14/2024 2:25 PM
191	Light rail expansion on the 99 corridor	7/14/2024 12:48 PM
192	I reject the proposal. I think it’s important to keep farmlands and keep this city a somewhat “country” suburb. Tigard and tualatin are close enough and are incredibly overdeveloped. We don’t want Sherwood so overdeveloped. No one moved to Sherwood wanting it to end up like Tigard or tualatin.	7/14/2024 12:16 PM
193	This is not the right thing to do. When this was first proposed in 2015 it was a 50 year plan. Here we are 9 years later and they are moving forward full speed. We all were against this in 2015 and we still continue to be apposed now. Do not allow the sheriff expansion. With the expansion of King City it's already going to bring a huge influx of people, cars and business to this Sherwood area. We don't need more. We need land to grow food. We need trees. We need space for wild animals. This can not happen. As rural residents of Sherwood we can't vote on elected officials that make the choices that effect us and not those in town who do get to vote. Please let our voices be heard. We do not support this expansion. This is the only way we can be heard.	7/14/2024 12:09 PM
194	Do not expand Sherwood’s urban growth boundary	7/14/2024 10:52 AM
195	The city of Sherwood residents voted a resounding NO for expansion - 86% rejected this expansion plan. We are not willing to fund such expansion when we already added land into the UGB an poor planning as led to a waste of resources and ag land (massive high school that tax payers are having to pay for)	7/14/2024 10:32 AM
196	Resources are already scarce in rural Sherwood. Please don’t exacerbate that.	7/14/2024 10:29 AM
197	No more growth in Sherwood. We are being squeezed.	7/14/2024 10:16 AM
198	Metro should consider the city of Sherwood’s blatant rejection of the wants and needs of its residents and bordering residents. We have demonstrated over and over to the city and metro, that this expansion is both unneeded and unwanted. Much of developed Land within city limits sits vacant, neglected, and unused. Metro And the city of Sherwood should be protecting precious farm and agriculture space, rather than promoting urban sprawl. Please reject this proposal.	7/14/2024 10:14 AM
199	Schools cannot take any more students. Please consider grocery shops being better accessible. Growth isn’t always best.	7/14/2024 9:47 AM
200	Less low density housing. And how will Trimet serve this area?	7/14/2024 9:30 AM

201	For the love of god please get housing prices under control!	7/14/2024 8:21 AM
202	There needs to be infrastructure already IN PLACE before you expand. The 2020 bald peak fires are an excellent example of why we need to be prepared BEFORE you expand. This one incident required the involvement of many multi agencies and could have resulted in a much larger devastation and loss of forest, wildlife, domestic/farm animal life and human life if the plane dropping fire retardant wasn't diverted from Hagg Lake fire to Bald Peak.	7/14/2024 8:13 AM
203	Increase density and transit, anticipating future climate refugees.	7/14/2024 12:11 AM
204	The city has a lot of un unused or poorly used areas and they can be transformed to a better place like broadway corridor that solely adds over 1000 homes. This type of development should be a focus of the council.	7/13/2024 12:02 AM
205	Rather than building more outside of the UGB, let's focus on creating better spaces on the land that's already allocated. Densify current areas, we don't need to increase sprawl more.	7/12/2024 8:21 PM
206	Please consider the climate and the environment and understand that gasoline cars and infrastructure that prioritizes cars is killing us in heat waves. Please consider these very serious factors and look at Europe and Asia.	7/12/2024 6:16 PM
207	This expansion should have already happened before the School was built in 2015 - Newberg, Or has updated their area and we are left behind and deal with their traffic to Hillsboro.	7/12/2024 1:24 PM
208	Sherwood has the right ideas in mind with mixed developments and alternative transportation but they need to take them further, transit being extended into Sherwood west should also be explored as it's distance from the other bus lines would make access difficult and in the largest proposed area of lower cost housing in Sherwood those living in Sherwood west may be those most dependent on transit	7/12/2024 8:12 AM
209	I can't stress enough how important it is to preserve nature and avoid suburbs.	7/12/2024 8:04 AM
210	Future mass transit expansions, leave room in regional plan to allow for cheaper future expansions.	7/12/2024 12:26 AM
211	Preserve natural lands at all costs. Build up, not out. Increase density, disincentivize personal automobile ownership & provide clean, renewable public transit. Smaller urban boundaries increase access to nature for all, decrease fossil fuel emissions and preserves ecosystems. The Pacific Northwest is supposed to be a bastion of sustainability, let's live up to it.	7/11/2024 10:39 PM
212	I grew up in both Newberg and Tigard (divorced parents). I saw Sherwood go from some fields to what it is today. It sprawls a lot more than it needs too, and driving to there and through it is miserable. I'm nervous about continuing to focus on roads instead of public transit, and if we want housing to be affordable and Sherwood to be accessible to folks, it needs to move away from single family homes. Thank you	7/11/2024 7:03 PM
213	You really messed up in expanding Happy Valley without planning to run high capacity transit to serve it. You doubled down on this error by trying to run an expressway to serve the area, instead of transit. Now, you're on course to repeat your mistakes in Sherwood. Are you stupid, or just corrupt? Don't do it. Stop yourselves before you offend again.	7/11/2024 6:16 PM
214	Do not expand the UGB. No more freeways. No car dependence.	7/10/2024 10:17 PM
215	Please do what you can to encourage mixed-use transit-oriented density throughout the metro region, thanks.	7/10/2024 12:38 PM
216	Please don't expand the urban growth boundary in Sherwood. Our town has reached its limits.	7/9/2024 9:57 PM
217	Yes! The greatest consideration should be given to the plan and proposals from the local community.	7/9/2024 3:51 PM
218	no	7/9/2024 3:20 PM

Q1 What do you most want to see preserved as greater Portland continues to grow?

Answered: 340 Skipped: 25

#	RESPONSES	DATE
1	Portland and Oregon needs to keep our lands preserved, the farmland, the natural areas, and the like. There's been far too much expansion, with virtually no consideration to infrastructure. It's become so bad that I will likely move out of Oregon as the traffic is untenable. Areas like Bull Mountain and the expansion west into the Scholls area are disheartening and honestly depressing to witness. As someone who moved from Tigard to Sherwood to escape the rampant influx and horrendous planning, I'm fearful of what your plan is for Sherwood and beyond.	8/23/2024 10:06 AM
2	Parks and rec area	8/22/2024 9:51 PM
3	Farmland and rural areas	8/22/2024 9:44 PM
4	I most want to see our green spaces and parks preserved, ensuring that all generations can enjoy the natural beauty and outdoor opportunities that make Portland unique.	8/22/2024 9:42 PM
5	Farmland	8/22/2024 9:38 PM
6	Farm land	8/22/2024 7:24 PM
7	Our agricultural land!	8/22/2024 6:57 PM
8	Open space, farm land, landscape views	8/22/2024 6:51 PM
9	Mass transit	8/22/2024 6:46 PM
10	Farm land	8/22/2024 6:44 PM
11	Farm land, country roads, small town feel, less traffic,	8/22/2024 6:29 PM
12	Farmlands and fields	8/22/2024 6:28 PM
13	Partnerships across different levels of government, the private sector, and non-profit organizations.	8/22/2024 6:06 PM
14	Farmland	8/22/2024 4:57 PM
15	The Old Growth Timber 200 year plus trees	8/22/2024 4:38 PM
16	Ag land.	8/22/2024 1:13 PM
17	Farmland	8/22/2024 11:42 AM
18	Compact city (easy and quick to get from one side of the city to the other). Preservation of nature outside the city. Close proximity to nature.	8/22/2024 11:39 AM
19	I would like to see farmland and trees preserved. Everytime a developer comes in and develops land into $700K homes (not affordable to true Oregonians only california transplants) he cuts down 100's of large mature trees and plants one the size of a charlie brown christmas tree and calls it good	8/22/2024 10:11 AM
20	Our natural and rural areas.	8/22/2024 10:08 AM
21	Farmland and forest	8/22/2024 2:52 AM
22	Habitat for wildlife	8/21/2024 11:09 PM
23	As Portland grows I would like to see the beauty and charm of existing neighborhoods protected. Too often decisions are made which prioritize currently popular political priorities which end up trampling over the livability of existing neighborhoods.	8/21/2024 10:52 PM

24	Farmland, access to nature, a relatively compact city, lack of suburban sprawl, relatively low traffic congestion.	8/21/2024 10:47 PM
25	Tress and water quality	8/21/2024 9:32 PM
26	affordability	8/21/2024 8:16 PM
27	The natural beauty of Oregon should be preserved. It is also important to preserve wildlife habitat and local agriculture. Given global climate change Oregon wine country is anticipated to have large growth in industry in the upcoming future. Preserving land where this local agricultural can flourish is imperative. Protecting the water shed is also important, given the many threatened species that live in the surrounding area.	8/21/2024 6:06 PM
28	Farmlands and natural areas	8/21/2024 5:50 PM
29	The natural lands surrounding the city.	8/21/2024 4:55 PM
30	Livability. This includes affordability, connection to nature and lack of traffic congestion.	8/21/2024 4:22 PM
31	Livability and agriculture. The urban growth boundary is designed to protect farm land and preserve the livability of our state and it should be allowed to work as intended.	8/21/2024 3:40 PM
32	Continue to protect green spaces and saving older homes instead of developers coming in and bulldozing them down. incorporate more of these in newer developments. Seeing the high-density houses go in with little to no regard for trees, green space is making our area look every other area in the country instead of preserving the history and natural beauty of our state.	8/21/2024 2:58 PM
33	Preserve green spaces, prevent sprawl, increase density	8/21/2024 2:35 PM
34	1: Free Choice of how to pursue happiness, including where to live. 2: Rural acreage close to, and within greater Portland, that protects both natural and economic characteristics.	8/21/2024 10:54 AM
35	farm lands and wildlife.	8/21/2024 8:33 AM
36	Farm land	8/21/2024 7:10 AM
37	A good quality of life. Enough schools and jobs and roads to support the number of new homes being built. And preservation of the natural landscape.	8/20/2024 11:35 PM
38	Public green space Pedestrian and bike friendly community centers	8/20/2024 7:43 PM
39	Parks. Concerts, high quality establishments	8/20/2024 6:24 PM
40	Farmland and green spaces	8/20/2024 6:21 PM
41	I want to see farmland and natural areas continue to be preserved.	8/20/2024 6:19 PM
42	Green spaces, protected habitat areas	8/20/2024 5:00 PM
43	farm and forest land	8/20/2024 4:55 PM
44	Rural farmlands	8/20/2024 4:53 PM
45	Larger lot sizes	8/20/2024 4:49 PM
46	wildlife habitat, farmlands.	8/20/2024 4:48 PM
47	Farmland, green space, horizon lines.	8/20/2024 4:25 PM
48	Farm land and outdoor spaces	8/20/2024 4:20 PM
49	Productive farmland	8/20/2024 4:18 PM
50	PRESERVE Farmland, more density housing in areas already in the UGB, not increasing growth being driven by developers but SMART GROWTH	8/20/2024 4:10 PM
51	Protection of Title 13 areas in the form of small tree farms and woodlots where wildlife has take refuge, including creeks and wetlands.	8/20/2024 4:03 PM
52	Farm Land, open space, environmentally sensitive Areas	8/20/2024 3:52 PM
53	farmland, wild animal habitat, forests	8/20/2024 3:52 PM

54	Farmland, wineries, forests and parks	8/20/2024 3:46 PM
55	Green Space	8/20/2024 3:46 PM
56	Substantial wetlands & navigable water ways	8/20/2024 3:31 PM
57	Preservation of agricultural land and open space. The loss of agricultural land is disproportionate to the need for growth and expansion with industry. The focus should turn to using already developed urban land before expanding into precious agricultural areas.	8/20/2024 2:53 PM
58	Quality of life	8/20/2024 2:01 PM
59	Greenspace	8/20/2024 1:47 PM
60	Our farms, vineyards, our trees and affordable housing.	8/20/2024 10:54 AM
61	Green space and open land (used as natural reserves and agricultural areas)	8/20/2024 9:44 AM
62	Rail transit rights of way	8/19/2024 6:09 PM
63	farmland and country acreage preserved	8/19/2024 12:45 PM
64	Preserved nature, less sprawl	8/18/2024 11:22 PM
65	The current urban growth boundary boundary	8/18/2024 10:17 PM
66	Agriculture land.	8/18/2024 9:24 PM
67	Agricultural resources, our natural spaces, and our planet. Sprawl consumes more farm land, more natural habitats, and creates exponentially more GHG emissions which will destroy our planet.	8/18/2024 8:37 PM
68	Natural spaces	8/18/2024 8:30 PM
69	Slow it down, big housing developments with out the infrastructure is horrible. Take for instance, the high school the walk way across 99 3 years after the school opens. Someone had to get hurt before they did something . Now it’s just a cluster, and drop off one way in , one way out. I’m sick of the lack of common sense that goes into planning.	8/18/2024 7:01 PM
70	Farm land and green spaces near our urban centers.	8/18/2024 5:10 PM
71	Our green space and lack of sprawl. Part of what makes this area great is the density and strong urban growth boundaries that created the cities in the Portland area.	8/18/2024 3:42 PM
72	Keeping Sherwood a small town, single family homes and not apartments and condos.	8/18/2024 3:25 PM
73	Natural and agricultural land.	8/18/2024 2:37 PM
74	Farmland, keep the UGB in tact.	8/18/2024 2:25 PM
75	Our lush green spaces and forests	8/18/2024 2:25 PM
76	Keep the current UGB and grow through infill housing	8/18/2024 1:35 PM
77	Farmland & trees.	8/18/2024 1:21 PM
78	Honestly, as someone who has lived in Sherwood for 15 years, calling it part of "greater Portland" in the first place is offensive and concerning. What I want to see preserved for *Sherwood* is that the small town and surrounding farmland does not get sucked into the crime, homelessness, drug use, and other blight infecting Portland proper.	8/18/2024 1:20 PM
79	The existing UGB.	8/18/2024 1:11 PM
80	Nature and valuable farmland	8/18/2024 12:49 PM
81	Farmland - use the old and empty buildings before allowing to build more.	8/18/2024 12:29 PM
82	Farmland and forest.	8/18/2024 11:27 AM
83	Farm land	8/18/2024 10:00 AM
84	Farm land and better infrastructure to handle the growth, BEFORE you grow anymore!	8/18/2024 9:40 AM
85	Farms, woodland areas, and small town atmosphere.	8/18/2024 7:48 AM

86	Rural farm land	8/18/2024 7:19 AM
87	Agriculture, farmland, forestry. Repurpose or demo existing old buildings and land that is wasted within the current boundaries.	8/18/2024 7:08 AM
88	Parks, farms, Open space	8/18/2024 6:28 AM
89	Nature, trees, fields	8/18/2024 1:08 AM
90	farmland	8/17/2024 8:46 PM
91	Affordable housing and access to parks, state parks, green areas, etc	8/17/2024 2:48 PM
92	I value the variety of outdoor activities.	8/17/2024 9:10 AM
93	Farmland and forest	8/17/2024 8:27 AM
94	Farmland	8/17/2024 8:02 AM
95	Keeping urban sprawl limited, maintaining natural lands especially wetlands and wild habitat.	8/17/2024 5:18 AM
96	Forest and farm land	8/16/2024 11:03 PM
97	We need more space. We are ruining life for the majority in order to appease the few, often very wealthy. UGB is not a great thing.	8/16/2024 9:55 PM
98	Rural spaces and limiting growth of surrounding cities	8/16/2024 9:31 PM
99	Quality of life and open spaces. Putting high density homes in areas without transportation options will lead to excessive congestion.	8/16/2024 4:23 PM
100	Safe, clean and robust communities living in harmony with open protected spaces	8/16/2024 4:23 PM
101	Agricultural land that makes the area what it is. No more packed together houses with no character.	8/16/2024 11:44 AM
102	farmland, natural spaces, lower traffic	8/16/2024 7:35 AM
103	Water & air quality.	8/15/2024 1:41 PM
104	Green space…parks…small produce farms	8/15/2024 12:15 PM
105	Farmland and scenic beauty	8/14/2024 1:08 PM
106	Fertile Farmland, natural habitats and forests.	8/14/2024 7:01 AM
107	Farmland, which is why I bought in Sherwood 20 years ago	8/14/2024 6:25 AM
108	Farmland	8/14/2024 5:31 AM
109	I would like to see farmland and the farming communities around Portland continue to thrive. Adding additional sprawl will not allow Oregonians to continue to thrive as ranchers, farmers and country folk. It changes the landscape and ruins what makes Oregon great.	8/13/2024 10:06 PM
110	WINERIES , AND FARMLAND IN SHERWOOD OREGON.	8/13/2024 8:58 PM
111	Our green spaces are quickly disappearing and being replaced by industrial buildings and high density houses. It is having an impact on different industries, air quality, congestion and more. We are building faster than we are growing trees and it is sad to see. Oregon is beautiful because so much of nature has been protected, at least until recent years.	8/13/2024 7:54 PM
112	farmland	8/13/2024 4:45 PM
113	Family farms	8/13/2024 4:06 PM
114	Sherwood and surrounding farm land areas so that there is retained access to local fresh farm products.	8/13/2024 3:46 PM
115	rural areas, farms, wineries, parks, natural areas	8/13/2024 3:29 PM
116	Less density in building. More single family homes instead of apartments.	8/13/2024 1:58 PM
117	Old growth tall trees, all greenways, wetlands, natural habitat, waterways, farmland, open fields.	8/13/2024 12:55 PM

118	Land as mark twain said " buy land they aren't making it anymore" Meaning it's hard to get back the land that is absolutely needed for farmers who have a hard time as it is to grow food for our community and wildlife plus the more homes the more pavement ie more heat and less country.	8/12/2024 6:13 PM
119	Livable neighborhoods with yards.	8/12/2024 5:29 PM
120	old trees, convenient public transit	8/12/2024 4:56 PM
121	Parks, recreation, libraries, and open spaces and agricultural land free from future development	8/12/2024 4:44 PM
122	Less people less traffic	8/12/2024 10:01 AM
123	I want to see land, farms, and agriculture preserved	8/12/2024 7:23 AM
124	Condense cities save farm land, Forrest and open spaces	8/11/2024 10:45 PM
125	Farmland and wilderness areas - please protect Oregon agriculture	8/11/2024 8:32 PM
126	Preserve green spaces in Sherwood. Oregon’s public perception is lush greenery, and yet everywhere I look in my community the green is systematically removed. It’s ugly and heartbreaking.	8/11/2024 8:15 PM
127	Árboles, parques zonas verdes. Tree, nature rich parks, more trees.	8/11/2024 2:32 PM
128	Farmland, rural spaces, forests	8/11/2024 10:27 AM
129	The availability of single family detached homes to a wide range of homeowners. Surveys continue to say young people still desire home ownership and the changing needs of baby boomers are not being met.	8/11/2024 8:18 AM
130	Our farm land! I have lived here all my life (57 years) it truly makes me sad to see Metro being hijacked by developers. The idea of the urban growth boundary was a great vision to keep urban sprawl from ruining our way of life the way it has in so many large cities, but I have seen over the years that the Urban Growth Boundary has increasingly meant nothing. Constantly building is not sustainable. We need to revisit, at the deepest level, why the Urban Growth Boundary was created in the first place and go back to the time when it meant something. When it was used as a tool to continue a high quality of life.	8/10/2024 6:05 PM
131	I would like to see the cost of housing preserved over all other things.	8/10/2024 11:46 AM
132	Protect Farm land	8/10/2024 10:36 AM
133	Agricultural and forest land	8/10/2024 9:58 AM
134	Farm land It is very sad to see so much farm land get swallowed up by large housing developments, and now on Roy Rogers Rd. businesses are taking over farm land.	8/10/2024 7:37 AM
135	Greenspace, single family home neighborhoods, safe parks.	8/9/2024 11:15 PM
136	Single family homes with actual yards	8/9/2024 6:07 PM
137	single family homes	8/9/2024 5:50 PM
138	Open spaces, small farms, and rural lifestyle within the Sherwood UGB area. While growth is necessary to address future needs it must be done smartly and prudently considering all factors and concerns particularly from those directly affected by proposed changes .	8/9/2024 11:13 AM
139	Natural spaces without residential expansion and subdivision creation.	8/9/2024 9:51 AM
140	Natural habitats, green spaces/bridges, farmland, more density less urban sprawl.	8/9/2024 9:32 AM
141	Rural and precious farm land, forest, timber and green spaces including waterways.	8/9/2024 6:58 AM
142	Our roads being somewhat managable with traffic. As a 5th generation oregonian with a 6th gen daughter. The traffic is getting horible.	8/8/2024 9:04 PM
143	Stop building everywhere. Save the trees for weather preservations in the heat. More trees more rain, win win, end the drought. Save wildlife.	8/8/2024 8:18 PM
144	Farmland	8/8/2024 7:45 PM

145	Farm land, forests, and welands	8/8/2024 7:45 PM
146	Forests, wildlife, farmland	8/8/2024 7:28 PM
147	Farmland	8/8/2024 7:19 PM
148	Farmland, wildlife areas, green space	8/8/2024 7:05 PM
149	Farmland. No concrete jungles or suburban sprawl like California	8/8/2024 6:28 PM
150	Keep land as is. No more commercial building	8/8/2024 6:24 PM
151	Trees' and open spaces.	8/8/2024 5:38 PM
152	open farm land and large open spaces for trees and parks	8/8/2024 3:43 PM
153	Farmland and small family run farms	8/8/2024 1:58 PM
154	I'm not sure about preserved per se, but funding provided for parks and trails should be prioritized to maintain green spaces and multimodal transportation options.	8/8/2024 1:04 PM
155	Suitable land prepared for residential, commercial, and industrial use inside the urban area with fewer governmental barriers	8/8/2024 12:02 PM
156	Small town feel	8/8/2024 11:42 AM
157	Land and small town feels	8/8/2024 11:42 AM
158	We need to preserve the quality of life that Portland is known for. Outdoor beauty, healthy local economies, environmental quality.	8/8/2024 11:25 AM
159	Farm lands, green forested areas. Not urban sprawl or mini malls	8/8/2024 11:04 AM
160	Farms	8/8/2024 10:47 AM
161	Open space	8/8/2024 10:12 AM
162	Preserve farmland, do not increase traffic on already broken road infrastructure	8/8/2024 9:54 AM
163	Family farms and farm and forest land	8/8/2024 9:42 AM
164	Open spaces, wildlife preservation	8/8/2024 9:37 AM
165	The love the great non developed area we live in. Metro continues to invade our small country feel. We don’t need more bullying that Metro brings to the table.	8/8/2024 8:49 AM
166	Out beautiful trees and open spaces without city sprawl and tight housing	8/8/2024 7:14 AM
167	Trees, farms, natural beauty, clean air, TRAFFIC CONTROL	8/7/2024 11:21 PM
168	Access to green spaces, forests, natural areas	8/7/2024 8:39 PM
169	Farmlands, open spaces, parks	8/7/2024 8:21 PM
170	trees, nature, farms, agriculture, clean air, no pollution, protect environment	8/7/2024 7:57 PM
171	affordable housing, jobs, community safety, people of color in charge of decisions	8/7/2024 4:34 PM
172	Homes less than 500k with yards greater than 5,000 square feet. I like to garden, but I am not wealthy.	8/3/2024 8:26 PM
173	Strip clubs, porn theaters, a verity of convenience stores	8/3/2024 3:14 PM
174	The rights of farmers & their families, farmland, native plants & trees & wildlife including the protected nesting areas, hunting grounds & migratory routes including aerially. Once forest, farm rural land is paved it can never be restored. There's plenty of opportunities to convert un-used, partially or under-used land, buildings, homes within the UGB to better, more efficiently & effectively house people to be close to jobs, social services & stores & medical services without permanently destroying, compromising & polluting protected, finite and rich 'world class' soil, land or water. Also, with being resourceful, creative & utilizing recently passed regulation, it's possible to prevent the destruction of protected wildlife, native plants & essential tree canopies & conserve the history, beauty, rich soil, farmland, nature & topography of Oregon.	8/3/2024 12:50 PM

175	Natural areas, specifically varied wetlands.	8/2/2024 11:42 PM
176	Existing areas of non-residential community spaces, e.g. restaurants, shops, meeting spaces, gardens, etc., that are a reasonable walking/biking distance from homes	8/2/2024 3:13 PM
177	Parks and trails for the community	8/1/2024 12:31 PM
178	Farm land	7/31/2024 11:31 AM
179	Bigger natural landmarks such as lakes, river beds, and heavily, dense, forested areas far outside the current developments	7/31/2024 8:37 AM
180	Continued preservation of natural spaces such as Metro has been doing.	7/30/2024 7:44 PM
181	nature, forests	7/30/2024 2:53 PM
182	The livability of the area. Which would not include expanding the area without an adequate transportation system. Travel times on I-5 and 99W that include Sherwood have almost doubled in the last 20 years.	7/30/2024 8:55 AM
183	It is sad to see all the apartment buildings being constructed with little or no greenspace planned into the designs. People living in apartments need nature too!	7/30/2024 8:22 AM
184	character in neighborhoods and diverse housing options	7/30/2024 7:14 AM
185	Accessible commercial and residential spaces for people with mobility issues. Affordable housing. More public trash cans. More parking.	7/29/2024 11:37 PM
186	Areas con naturaleza,transportación pública.	7/29/2024 7:21 PM
187	Access to natural areas, close to the city. Green space amidst population growth.	7/29/2024 11:48 AM
188	Stafford Area- A regional Climate Action Plan should be developed. Area is surrounded by 4 of the top 5 greenhouse gas emitters in the region. Stafford is the "ONLY" open space area that would be a GREAT carbon sequestration sink. Council are on board with this.	7/29/2024 9:35 AM
189	green spaces, old growth trees, wildlife habitat, peaceful surroundings	7/29/2024 7:48 AM
190	NO SPRAWL, MORE DENSITY	7/28/2024 12:50 PM
191	Rural areas outside the urban growth boundary. Walkable/bikable neighborhoods within the urban area.	7/28/2024 8:34 AM
192	Natural áreas, forest, farmlands	7/28/2024 8:26 AM
193	I want to be able to leave the metro with a short 20 minute drive. I don't want so much congestion that I cannot leave the city/suburbs in a reasonable amount of time.	7/25/2024 7:17 PM
194	Strong neighborhoods, nice parks for recreation	7/24/2024 5:33 PM
195	Wise planning for growth, taking into consideration needs and protecting farm land and natural resources.	7/24/2024 3:55 PM
196	The opportunity to produce housing as inexpensively as possible to keep housing affordable for all regional residents.	7/24/2024 11:56 AM
197	Our current UGB. Enough sprawl. I left San Diego 16 years ago because sprawl ruined California. Let's not repeat that mistake here.	7/24/2024 7:32 AM
198	Forest/habitat for animals	7/24/2024 12:10 AM
199	Good jobs, all kinds of housing options that are attractive and safe, parks, agriculture and businesses to employ people so that we can manufacture top-notch goods in Oregon.	7/23/2024 9:20 PM
200	Denser development	7/23/2024 8:54 PM
201	Create access to good housing in good neighborhoods. Overall preserving existing neighborhood communities and enabling good communities for the future.	7/23/2024 8:30 PM
202	I want to preserve our region's phenomenally productive farm and forest land, which we have tragically failed to do in the face of exclusionary, detached single family home mandates, particularly though not exclusively in suburban areas.	7/23/2024 6:39 PM

203	Vacant land	7/23/2024 6:19 PM
204	Property rights and value	7/23/2024 3:19 PM
205	The historic human scale neighborhoods left from the old streetcar network, small city blocks, mixed use and multi family housing	7/23/2024 3:14 PM
206	Low traffic around Farm/Agriculture areas, due to animals, crops and machinery.	7/23/2024 2:12 PM
207	agricultural land and nature habitat	7/23/2024 12:06 PM
208	Farmland. We need LOCAL food sources.	7/23/2024 11:17 AM
209	Farmland and rural areas at risk of development	7/23/2024 2:36 AM
210	Environment especially our tree canopy	7/22/2024 3:06 PM
211	I want to see med-high density housing to be prioritized over single family lots	7/22/2024 6:07 AM
212	Natural beauty	7/21/2024 12:16 PM
213	Wildlife habitat	7/21/2024 10:35 AM
214	Green space	7/21/2024 9:49 AM
215	The area is losing residents. There's no reason to extend the growth boundary.	7/21/2024 9:00 AM
216	Urban growth boundaries	7/20/2024 9:12 PM
217	The forests and natural ecosystems	7/20/2024 8:57 PM
218	Our urban growth boundaries should be permanently locked in place. Any growth should occur in existing urbanized land; in other words, densify, densify, densify.	7/20/2024 7:38 PM
219	Public spaces	7/20/2024 10:41 AM
220	I want to continue to see communities that provide great access to natural areas, preferably within a short walk or bike ride for most residents. I think our parks are some of our most valuable resources and they contribute so much to the health of the community.	7/20/2024 9:28 AM
221	Park land and the proximity to natural spaces (farms, forests, etc).	7/20/2024 7:41 AM
222	As much uninhabited natural habitat as possible. Including undeveloped riverfronts and other areas adjacent to waterways. Bring back the wetlands of Portland.	7/20/2024 12:38 AM
223	Natural/green spaces.	7/19/2024 4:15 PM
224	The ability to escape the urban and suburban area in a short distance.	7/19/2024 2:06 PM
225	Washington Park, Forest Park, alongside all of our other parks in Portland.	7/19/2024 12:40 PM
226	Agricultural land should not be re-zoned without the owner paying the net back taxes instead of receiving a windfall.	7/18/2024 9:44 PM
227	Green spaces.	7/18/2024 12:03 PM
228	Farm & forest. No expansion to the UGB.	7/18/2024 10:20 AM
229	Tree canopy, green spaces, floodplains. Tree canopy is the most important.	7/18/2024 6:16 AM
230	Rivers and streams, watersheds, and walking paths that provide access for all	7/17/2024 11:12 PM
231	Green space , fields, undeveloped land!!	7/17/2024 6:04 PM
232	Wetlands, riparian areas, forest tracts	7/17/2024 2:18 PM
233	Our land	7/17/2024 2:00 PM
234	Portland's commitment to creating dense, efficient, and affordable housing where people want to live.	7/17/2024 9:20 AM
235	nature	7/17/2024 1:16 AM
236	Farmland when possible	7/16/2024 11:18 PM

237	Farm and forest areas	7/16/2024 8:46 PM
238	The core downtown businesses and restaurants as well as the neighborhood restaurants and small businesses	7/16/2024 8:44 PM
239	Protect farms, forest, rural areas, quality of life, and our smaller urban footprint	7/16/2024 8:26 PM
240	Green spaces	7/16/2024 6:51 PM
241	Trees and natural spaces	7/16/2024 6:26 PM
242	Natural areas of forest, marshes, and waterways that help absorb lower the intense heat of summer and absorb the extreme rain events we have been experiencing.	7/16/2024 5:52 PM
243	Open spaces, green space.... Just because people want to move here does not mean we need provide it	7/16/2024 12:20 PM
244	Housing Variety and natural resources.	7/16/2024 10:24 AM
245	Police presence/relationships with all community members to keep our city safe	7/16/2024 8:09 AM
246	Parks and Trails	7/16/2024 8:00 AM
247	Low cost homes	7/15/2024 10:34 PM
248	Portland isn't necessarily growing. The growth assumption relies on more in-migration than out-migration, not the case recently. Portland needs to contain and preserve METRO borders. Do not build on more farmland just because it is easy. Re-develop, re-purpose, re-use existing real estate...land and buildings.	7/15/2024 8:39 PM
249	As much forest and wetlands as possible.	7/15/2024 7:50 PM
250	Space for wildlife: safe places for birds, forested areas, wetland, river access, etc. I hate watching wildlife be killed or relocated because we don’t leave them space in our communities to live.	7/15/2024 7:17 PM
251	Our small cities and metro to be dissolved	7/15/2024 6:47 PM
252	Portland is a city of neighborhoods - I want that amazing diversity and sense of wonder (one experiences) kept (not preserved - like jam) and CELEBRATED!	7/15/2024 6:41 PM
253	Open spaces, the integrity of old neighborhoods- historic ones in particular, balance of low income to market rate to high end market rate- in other words a balance that includes all demographics, easily walkable and access to shops, schools, work, safety, safe and beautiful public spaces	7/15/2024 5:54 PM
254	Housing affordability and a strong economy	7/15/2024 5:28 PM
255	Habitat and habitat connectivity... keeping the 30 by 30 vision in mind (conserving 30% of the land by 2030)	7/15/2024 5:22 PM
256	Affordable single family housing	7/15/2024 5:19 PM
257	Forest. More TREES!!	7/15/2024 5:12 PM
258	Save the old historic houses	7/15/2024 4:37 PM
259	Safe cities, funded schools, managed traffic flow	7/15/2024 4:03 PM
260	Open spaces, farmland, winery areas, forested areas	7/15/2024 3:31 PM
261	The small town feel of my City (Tigard). I want to preserve the LACK OF homeless camps taking over our streets, parks and public spaces. I want to preserve the conservative values of neighborhoods, family and community vs. ushering in progressive and liberal ideologies.	7/15/2024 3:25 PM
262	Existing oatks	7/15/2024 3:00 PM
263	Our community. I do not want to service homeless in the “greater” area.	7/15/2024 2:52 PM
264	Green space	7/15/2024 2:38 PM
265	balance and faster decision making for UGB expansion	7/15/2024 2:14 PM

266	Old building, architecture and history preserved...	7/15/2024 1:45 PM
267	Existing wild places, farm land and native areas	7/15/2024 1:41 PM
268	DON'T mix farm land with subdivisions…. It's hard enough to farm without traffic making moving equipment harder. And the commuters are so angry at them being on the road….	7/15/2024 1:35 PM
269	Access to parks, forests, trails and biking infrastructure.	7/15/2024 1:17 PM
270	Agricultural land and wilderness. Discourage sprawl and residential that requires automobiles as the primary or only source of access.	7/15/2024 1:12 PM
271	Clean up Portland before spreading outwards to further communities!	7/15/2024 1:11 PM
272	Access to nature, clear difference between urban and nonurban.	7/15/2024 12:58 PM
273	Farm land.	7/15/2024 12:47 PM
274	Forests and farms	7/15/2024 12:44 PM
275	Forests and nature areas to protect animals	7/15/2024 12:41 PM
276	The ability to get outside the city boundaries within a short amount of time. Keep the boundary where it is and preserve the surrounding farmland and wide open spaces.	7/15/2024 12:40 PM
277	Habitat connectivity and opportunities for people to connect to nature close to where they live.	7/15/2024 10:53 AM
278	Urban growth boundary (PLEASE PREVENT SPRAWL!), parks, natural areas, bike paths	7/15/2024 10:35 AM
279	Vibrant, dense urban neighbors, along with green spaces.	7/15/2024 9:56 AM
280	Green space in the form of parks inside the UGB.	7/15/2024 7:25 AM
281	Trees and parks	7/15/2024 6:59 AM
282	Parks, greenspace, forests.	7/15/2024 6:34 AM
283	Middle income housing. Don't expand the boundary for McMansions.	7/15/2024 6:07 AM
284	Vulnerable ecosystems and natural areas.	7/15/2024 12:26 AM
285	Nature, local communities, and parks.	7/14/2024 9:17 PM
286	I want to ensure existing small businesses and minority-run businesses are preserved. I want minority neighborhoods to be preserved and not gentrified or torn down. I want to preserve nature and existing waterways.	7/14/2024 9:11 PM
287	Land. Farm fields. Country. Acres	7/14/2024 7:33 PM
288	Our natural and agricultural land outside city boundaries.	7/14/2024 6:14 PM
289	Green spaces for all	7/14/2024 5:37 PM
290	Water and land	7/14/2024 5:29 PM
291	Community	7/14/2024 5:15 PM
292	Greenways along waterways and ridgelines. Nature parks at major high points. High value agricultural land in WashCo and ClackCo.	7/14/2024 3:55 PM
293	Rural communities and farming communities.	7/14/2024 3:35 PM
294	Less growth, more green space and trees	7/14/2024 3:25 PM
295	I would like to see greenspaces preserved. I want my children to continue to see wetlands and the plentiful creatures that live there. I'd like to see the beauty of our area maintained.	7/14/2024 2:16 PM
296	Green areas, envrionment protected, private forests protected and waterways protected.	7/14/2024 1:53 PM
297	Forests and farmlands.	7/14/2024 12:58 PM
298	Green space.	7/14/2024 12:44 PM
299	Farm lands and agriculture	7/14/2024 12:12 PM

300	I would like to see our growth boundary remain the same, as the region has plenty of land that already sits empty, or ripe for redevelopment.	7/14/2024 11:25 AM
301	Farmland, rural areas, trees I want to keep these small communities small.	7/14/2024 11:24 AM
302	Our small community size of sherwood	7/14/2024 11:19 AM
303	Sherwood as a smaller town.	7/14/2024 11:16 AM
304	Land	7/14/2024 10:48 AM
305	Agriculture and farm land	7/14/2024 10:28 AM
306	Small towns stay small towns. Water in the hills is already becoming scarce.	7/14/2024 10:25 AM
307	Green space, farming communities, small towns	7/14/2024 10:13 AM
308	Farmland, agriculture and green spaces	7/14/2024 10:03 AM
309	Farms.	7/14/2024 9:43 AM
310	Wetland, existing forest, prairie, agriculture.	7/14/2024 9:25 AM
311	Not allowing transients and pan handlers in our nice city. Less small cheap housing.	7/14/2024 8:43 AM
312	Safe and pleasant biking and walking in all neighborhoods. Opportunities for neighbors to be together outside.	7/14/2024 8:17 AM
313	Stop the sprawl. Look to Los Angeles to see the negative affects. There needs to be balance.	7/14/2024 8:06 AM
314	Increase density while preserving existing greenspace	7/14/2024 12:07 AM
315	Green space, forest lands, infrastructure in existing neighborhoods.	7/13/2024 10:53 AM
316	Diversity in architecture, close attention to public transportation development	7/12/2024 11:40 PM
317	I love that Portland has beautiful nature very close to the metro area limits. It's always heartbreaking to see nature torn down and continue urban sprawl. I saw this first hand in Tigard near Roy Rogers and scholls ferry. I also really like how the Portland area doesn't feel like it has crazy urban sprawl and that you can get through the city quickly. Other cities with large urban sprawl that come to mind are phoenix, Denver, and LA. I don't want Portland to be anything like those cities.	7/12/2024 8:13 PM
318	Access to natural areas.	7/12/2024 7:47 PM
319	Transit access, bike lanes, sidewalks, neighborhood density, mixed use zoning	7/12/2024 6:10 PM
320	farmland	7/12/2024 5:31 PM
321	As a working commuter from Sherwood to Portland - there is nothing of value to preserve.	7/12/2024 1:10 PM
322	Population density and shared public spaces	7/12/2024 12:14 PM
323	Preserve park spaces, natural ecosystems, walkability/access to public transport.	7/12/2024 7:47 AM
324	Access and proximity to nature, metro in places and Sherwood itself especially have done well at incorporating/mixing natural area into its development, this should not falter and maybe even should improve and expand some.	7/12/2024 7:15 AM
325	Green spaces and parks, nature trails / natural areas, low-height buildings.	7/12/2024 7:12 AM
326	Wildlife corridors and community spaces.	7/12/2024 12:22 AM
327	Nature! Please keep the city from expanding even more in unsustainable ways.	7/11/2024 11:52 PM
328	Nature. Expanding the urban growth boundary negates needed commitments to mitigate climate change and stop ecosystem destruction. Leave land untouched, humans are not the only creatures entitled to the Earth and this land in particular.	7/11/2024 10:31 PM
329	Our green spaces. The thing that makes this place desirable (and livable as the climate warms) is our older growth wild spaces. Single family homes are not needed as much as shared green spaces.	7/11/2024 6:57 PM
330	The trees, farmland, natural areas, and historic pre-WW2 elements of our built environment	7/11/2024 6:12 PM

	that remain.	
331	Farmland and natural areas.	7/11/2024 4:27 PM
332	The semi-rural aspect of life on the outskirts of the UGB.	7/11/2024 10:33 AM
333	Forests, rural areas, non developed land outside the urban boundary	7/10/2024 10:14 PM
334	Agriculture land	7/10/2024 9:51 PM
335	Single Family Housing with a yard	7/10/2024 8:30 PM
336	Abundant close natural areas. Stewardship of those areas.	7/10/2024 5:14 PM
337	Natural areas and green spaces. Valuable historic buildings and community buildings.	7/10/2024 12:08 PM
338	The beauty and tranquility of the countryside of west Sherwood needs to be preserved. We don’t need any more subdivisions nor apartments out here.	7/9/2024 9:48 PM
339	The ability of local governments to be able to make decisions in their own cities best interest. Free of regional and state government interference. There are plenty of general guidelines in place.	7/9/2024 3:43 PM
340	individual livability, nature, neighborhoods, small businesses, small scale schools and other public facilities, good jobs, happy people and families,	7/9/2024 3:15 PM

Q2 What changes would you like to see as greater Portland continues to grow?

Answered: 340 Skipped: 25

#	RESPONSES	DATE
1	Infrastructure to support the insane influx of people. Traffic is horrific, the building is out of control, and people who have lived here longer than 20 years cannot afford to live here any longer. PDX is no longer amenable to folks, do something about the homeless issue and put checks in place on overdevelopment without infrastructure development.	8/23/2024 10:06 AM
2	More affordable housing	8/22/2024 9:51 PM
3	Less attention to Metro and more attention to individuals	8/22/2024 9:44 PM
4	I'd like to see more affordable housing options integrated into all neighborhoods, better access to public transportation, and the creation of inclusive community spaces that reflect and support the diversity of the Portland metro area.	8/22/2024 9:42 PM
5	Lower density housing w/larger lots	8/22/2024 9:38 PM
6	Growth for the people, not for the developers	8/22/2024 7:24 PM
7	More awareness and protection of our green spaces. The way to do this is NOT by these large swaths of land covered by cookie cutter housing with no yards or trees. So much of our agricultural land has already been covered with these. It needs to stop!	8/22/2024 6:57 PM
8	Less new houses and empty business buildings	8/22/2024 6:51 PM
9	Greater density, more mass transit	8/22/2024 6:46 PM
10	Road improvements	8/22/2024 6:44 PM
11	Stop the sprawl. Start building up not out. Use the land and vacant buildings already in existence! Less property taxes!!!	8/22/2024 6:29 PM
12	Less industrial. Warehouses continue to be built even though there is a plethora of empty warehouse space. The existing warehouse space should be utilized prior to any further construction, or permits for that matter, proceed.	8/22/2024 6:28 PM
13	Allow our region to be nimbler in addressing current and future housing and employment needs.	8/22/2024 6:06 PM
14	Revitalize urban areas that are abandoned and deteriorating areas.	8/22/2024 4:57 PM
15	Family Housing next to and adjoining parks and wetland areas.	8/22/2024 4:38 PM
16	Greater consideration of door to door transportation needs.	8/22/2024 1:13 PM
17	Implementation of plans to handle increased traffic that comes with development.	8/22/2024 11:42 AM
18	More infill housing in high opportunity areas so that Portlanders aren't priced out to the edges of the city. More investment in public and active transit infrastructure.	8/22/2024 11:39 AM
19	Not burdening the existing property owners with the infrastructure improvements and additional schools needed for those that don't even live here (yet).	8/22/2024 10:11 AM
20	Greater density and infill, especially such that it creates mixed-income buildings and communities	8/22/2024 10:08 AM
21	I would like to see underutilized or unused land and buildings be repurposed vs. continued sprawl into the countryside.	8/22/2024 2:52 AM
22	Smart density that positively impacts social predictors of health and safety	8/21/2024 11:09 PM
23	There should be better thought out investment in our transportation network. Prioritize auto traffic with high capacity, attractiveness, and generous amounts of off street bike routes. Pay	8/21/2024 10:52 PM

	attention to existing traffic patterns and work to make them more efficient.	
24	More density, more abundant infill housing, investment in transit so areas like Sherwood are reachable from areas like Gresham.	8/21/2024 10:47 PM
25	Homelessness and crime crack down	8/21/2024 9:32 PM
26	I would like to see a ton more infill. there are a lot of brownfield opportunities and a lot of neighborhoods that could thicken-up and benefit the existing residents as well as new ones	8/21/2024 8:16 PM
27	I would like to see policies enacted that are mindful, of and protect, the environment.	8/21/2024 6:06 PM
28	More recognition of climate changes needs in planning. We need local resources for food.	8/21/2024 5:50 PM
29	Higher density within the UGB to limit the cities impact on the environment and increase the city’s tax revenue per acre.	8/21/2024 4:55 PM
30	More affordable housing.	8/21/2024 4:22 PM
31	I would prefer growth happen through infill and greater density than the sprawling developments currently threatening our ag ground and green spaces.	8/21/2024 3:40 PM
32	More focus on reducing traffic that is not just adding public transit or tolls. With so much high-density development going in, it's becoming worse and worse everyday. Figure out and invest in roadways that make sense instead of just assuming people will take public transit. Or actually make our light rail more useable/high-speed...it takes 45 min to go from Beaverton transit center to PGE park. If we actually had express rail, I think more professionals and commuters would consider railway.	8/21/2024 2:58 PM
33	Increased density, transit, walking and biking infrastructure. "Baseline analysis conducted for this Urban Growth Report reveals that there is likely room to accommodate most, if not all, of the region’s existing and future housing needs inside the existing UGB for the next 20 years. "	8/21/2024 2:35 PM
34	Transportation options that efficiently use current and practical evolving modes of transportation. As an example, I do not want to see another bridge project (such as the Tillicum Crossing) that, through social engineering, only provides for a very small percentage of the population.	8/21/2024 10:54 AM
35	Road and traffic improvements.	8/21/2024 8:33 AM
36	Less government	8/21/2024 7:10 AM
37	Roads that are designed to alleviate congestion. Sherwood is small town but I sit in traffic a lot. There should be a traffic light at Chapman Rd and Hwy 99.	8/20/2024 11:35 PM
38	Redeveloping existing underutilized urban areas.	8/20/2024 7:43 PM
39	More safety. Traffic ease. High paying jobs so people here don't need to travel so far to work.	8/20/2024 6:24 PM
40	I would like to see revitalization of already developed areas.	8/20/2024 6:21 PM
41	I would like to see more critical thought in regards to expanding the UGB.	8/20/2024 6:19 PM
42	Less industrial near neighborhoods	8/20/2024 5:00 PM
43	better use of land already within the existing urban growth areas	8/20/2024 4:55 PM
44	Traffic congestion considered more intensly when developing neighborhoods	8/20/2024 4:53 PM
45	Urban growth expansion	8/20/2024 4:49 PM
46	thoughtful expansion rather than what is happening in Sherwood. The Sherwood proposal is way too large for a city of this size and encroaches on native habitats and pristine farmlands.	8/20/2024 4:48 PM
47	Is it truly growing or are we just following the money?	8/20/2024 4:25 PM
48	Smaller pockets of houses instead of mass acres of land covered with housing	8/20/2024 4:20 PM
49	Restoration of life in Portland's downtown core, the heart of greater Portland.	8/20/2024 4:18 PM
50	Again, more public comment, too many developers s d city councils looking for a tax base are driving decisions related to the UBB	8/20/2024 4:10 PM

51	Encourage and support business placement in downtown Portland area in order to utilize already existing business areas. Preserve rural areas and Oregon farming families.	8/20/2024 4:03 PM
52	Keep industrial in industrial areas and residential in residential areas, and do not invade the agricultural reserves	8/20/2024 3:52 PM
53	adequate roads, more dense housing, affordable housing	8/20/2024 3:52 PM
54	More infill and creative uses of office buildings and abandoned warehouses	8/20/2024 3:46 PM
55	Increased public transportation	8/20/2024 3:46 PM
56	housing to be more affordable, transportation system that works	8/20/2024 3:31 PM
57	Better review, consideration and preservation of agricultural land in the metro area for growth. The building and growth has not kept pace with our current resources, infrastructure and good land use management and planning.	8/20/2024 2:53 PM
58	Dedicated transportation corridors to expedite commerce, e.g., Tualatin Sherwood Rd. should have limited intersections and bypass Tualatin	8/20/2024 2:01 PM
59	focus on preservation of agricultural lands	8/20/2024 1:47 PM
60	Affordable housing, green spaces	8/20/2024 10:54 AM
61	Better planning (including securing funding and complete transparency about costs to the tax payers) for traffic changes BEFORE developments are allowed	8/20/2024 9:44 AM
62	Better investments in rail passenger transit and a long-term regional passenger rail plan so that new developments can include TOD. The region's investment in passenger rail has stalled.	8/19/2024 6:09 PM
63	Better infrastructure and condensed housing within already developed community areas	8/19/2024 12:45 PM
64	Increased urbanization, density, and density within non-Portland downtowns especially.	8/19/2024 12:05 PM
65	More dense housing, less car-centric developments	8/18/2024 11:22 PM
66	Denser housing and more public transit	8/18/2024 10:17 PM
67	Build up, not out. Nobody is asking for Sherwood West. It’s unnecessary sprawl that will compound the existing transportation issues of the Southwest Corridor.	8/18/2024 9:24 PM
68	Increase density within 1 mile around our frequent bus services and super dense high rises adjacent to our MAX stops. We need to build more inside the UGB.	8/18/2024 8:37 PM
69	Greater density of housing and amenities	8/18/2024 8:30 PM
70	Slow down the growth, get the traffic under control. From Sherwood it used to take me 50 minutes to the airport, now almost 2 hours. They need to fix the roads before adding more houses	8/18/2024 7:01 PM
71	Greater density and better transit connections through the Portland metro area. Interesting walkable neighborhoods that develop culture and community.	8/18/2024 5:10 PM
72	Densification of the city and its surrounded suburbs. If we want to retain the livability of the region by getting people to use alternate forms of transportation we need to continue to enforce the UGB	8/18/2024 3:42 PM
73	Better highways and main roads	8/18/2024 3:25 PM
74	Less urban sprawl, more density	8/18/2024 2:37 PM
75	More infill housing, fewer cars, more trains, buses, and protected bike lanes with bollards.	8/18/2024 2:25 PM
76	Better high capacity transit, density, less spawl. Municipalities should backfill, densify, and remove parking lots before being granted more land to sprawl out.	8/18/2024 2:25 PM
77	More density along transit corridors	8/18/2024 1:35 PM
78	Improved public transportation. Use existing land already inside UGB.	8/18/2024 1:21 PM
79	Stop trying to make everything part of Portland. Individual communities have their OWN rich history and connections. We are not just Portland's little subsets to absorb and use as needed	8/18/2024 1:20 PM

	by metro.	
80	Denser, smart land use of the existing UGB.	8/18/2024 1:11 PM
81	More density and better transit	8/18/2024 12:49 PM
82	Road expansion first!	8/18/2024 12:29 PM
83	Reducing the massive barriers to infill housing, and an end to frequent UGB expansions for suburban housing.	8/18/2024 11:49 AM
84	Infill, improved land-use, and no further sprawl.	8/18/2024 11:27 AM
85	The existing empty structures being utilized.	8/18/2024 10:00 AM
86	Protect farm land, while also providing more reasonably priced homes. And the infrastructure to support the housing.	8/18/2024 9:40 AM
87	Stop the dense housing if so called affordable housing that is NOT affordable!	8/18/2024 7:48 AM
88	Is Portland really growing?	8/18/2024 7:19 AM
89	Less focus on high density housing and Multifamily apartment living. Focus on using what is not used properly at this time within the boundaries just growth potential and forecasting/opportunity does not require tax payers to accommodate without due diligence to preserve and repurpose the existing land and structures available.	8/18/2024 7:08 AM
90	Fewer large subdivisions with houses stacked on top of each other. Proper roads and sidewalks paid for by developers	8/18/2024 6:28 AM
91	Well thought out and sustainable plans, ways to arrange cities to minimize traffic rather than continuing to expand roads.	8/18/2024 1:08 AM
92	More public transportation	8/17/2024 8:46 PM
93	New housing should be built on a variety of lot sizes rather than only very small lots	8/17/2024 2:48 PM
94	The greatest need that we have in Sherwood, is affordable housing for young families and seniors. We need to get creative in what we build in Sherwood. We do not have the infrastructure to support dense housing except right next to 99. And even then we don't have any transportation hubs. People move to Sherwood to feel like they're in the country a bit.	8/17/2024 9:10 AM
95	Preserve our important farmland and forest- less massive homes, more urban density and the public transport to support it.	8/17/2024 8:27 AM
96	Keeping our small cities small and rural.	8/17/2024 8:02 AM
97	Focus on density, not expansion out. And a priority on affordable housing, not larger single family homes.	8/17/2024 5:18 AM
98	Roads and traffic control	8/16/2024 11:03 PM
99	More space for more single family homes. Prices will go down and more people can live in our beautiful state. Also bigger roads and more infrastructure	8/16/2024 9:55 PM
100	Improve infrastructure such as roads bridges	8/16/2024 9:31 PM
101	I am against adding housing in areas that are already congested. I am also opposed to adding housing in areas currently designated as farmland	8/16/2024 4:23 PM
102	The elimination of urban sprawl and the protection of our natural resource environments	8/16/2024 4:23 PM
103	Portland is not growing. More people have moved out of Portland and Oregon than have moved in over the last couple years.	8/16/2024 11:44 AM
104	keep high density housing near Portland/metro cities downtown areas, better public transportation, less traffic	8/16/2024 7:35 AM
105	Adequate infrastructure planning to accommodate for necessary growth. More willingness from local jurisdictions to work with investors and developers to master-plan communities that allow for greater (& smarter) population growth.	8/15/2024 1:41 PM
106	Improved infrastructure needs to be established before any expansion in development needs to	8/15/2024 12:15 PM

	take place.	
107	Push Eastward and now Westward	8/14/2024 1:08 PM
108	Urban grown boundaries reduced to a lower rate, use land more efficiently for housing and roads.	8/14/2024 7:01 AM
109	There are plenty of homes and industrial properties without adding more homes and spreading more	8/14/2024 6:25 AM
110	Increased lanes on throughways and highways.	8/14/2024 5:31 AM
111	I would like to see further vertical growth in the current urban boundary as the infrastructure for the surrounding area isn't meant to support the proposed growth.	8/13/2024 10:06 PM
112	More forests, trees planted and LESS ticky tack multifamily housing put in.	8/13/2024 8:58 PM
113	Better handling of traffic congestion and improved caretaking of our nature and our green spaces.	8/13/2024 7:54 PM
114	less traffic	8/13/2024 4:45 PM
115	Use preexisting empty buildings vs clearing areas for new construction	8/13/2024 4:06 PM
116	Slowing down the expansion of large commercial facilities, industrial parks etc., that sit vacant for so long.	8/13/2024 3:46 PM
117	address congestion	8/13/2024 3:29 PM
118	Defund Metro	8/13/2024 1:58 PM
119	Maintain existing roads, less traffic, use abandoned buildings, industrial and commercial to be converted into housing instead of taking away more land.	8/13/2024 12:55 PM
120	Think about what your taking away from the community as you think your just building a community and the reasons people wanted to move to sherwokd to begin with isn't what sherwood is anymore. We used to be a rural close knit community filled with farms and hard working farm families. Those are less and less every year and it's just becoming another suburban area filled with homes and shopping. We've lost what sherwood is all about.	8/12/2024 6:13 PM
121	A road system developed to meetnot automobile traffic demands and less compromised for biking.	8/12/2024 5:29 PM
122	more mixed use developments so that people can enjoy amenities like shopping and restaurants right outside their front door	8/12/2024 4:56 PM
123	A new Max line along Sunset Hwy west from transit center to Banks	8/12/2024 4:44 PM
124	Less people less traffic, tougher on crime.	8/12/2024 10:01 AM
125	I want to see less growth, less homeless, and more crack down on crime. This would help clean up Portland and get it back to its natural beauty!	8/12/2024 7:23 AM
126	Encourage bike and walkable neighborhoods. Lessen car use. Density not sprawl. I think Orenco is a good model with green neighborhood spaces. Porches that face on another. Cars behind the houses to promote community.	8/11/2024 10:45 PM
127	THOUGHTFUL development with appropriate infrastructure… no more low cost developments of poor quality buildings that still fail to provide truly affordable housing. Build to meet the population's demands, not to put money in the pockets of developers	8/11/2024 8:32 PM
128	LESS HOMELESS, LESS CRIME, just non of that. Ya no mas indigentes peligrosos, ni crímenes. Menos fourplex. Mas edificios de 10 pisos con ZONA VERDE Y ÁRBOLES.	8/11/2024 2:32 PM
129	Less density. Better traffic planning. Major arteries in Sherwood now are overloaded with cars	8/11/2024 10:27 AM
130	As a lifelong Oregonian, I have generally been in favor of land use planning. I believe, however, at times the process has been too restrictive. For example, the report acknowledges that there is a lack of appropriate industrial land, even though the available land is within projected needs. Leaning towards the high side of projections could also more than offset demand, thereby helping with affordability.	8/11/2024 8:18 AM

131	More housing and more land available for more single family housing.	8/10/2024 11:46 AM
132	More green and open spaces	8/10/2024 10:36 AM
133	More open space and preservation of agricultural and forest land.	8/10/2024 9:58 AM
134	Sensible development	8/10/2024 7:37 AM
135	More safe parks and recreation opportunities. Affordable housing to OWN, not rent.	8/9/2024 11:15 PM
136	Less density	8/9/2024 6:07 PM
137	Allow more parking	8/9/2024 5:50 PM
138	Much has been said about the need for more housing such as multiple dwelling units where high density can be capitalized. There needs to be a balance between more housing, preservation of existing rural land uses and lifestyles. The question is how much more housing is actually needed with its impact on roads, public service infrastructure such utilities, water, sewage, etc coupled with the total financial resources that will be passed on to the taxpayers.	8/9/2024 11:13 AM
139	Less density in housing development.	8/9/2024 9:51 AM
140	Stop expanding and use what you already have. This includes proper planning so we are not stuck with traffic in 5-10 years, farmland reserves.	8/9/2024 9:32 AM
141	More high density, affordable living spaces with the existing urban growth boundary.	8/9/2024 6:58 AM
142	Less people moving here	8/8/2024 9:04 PM
143	Keeping nature	8/8/2024 8:18 PM
144	Greater Portland should not grow until Portland is cleaned up and managed properly.	8/8/2024 7:45 PM
145	Fill in. Focus on Multifamily. You'll have more than you need as BBs downsize or die.	8/8/2024 7:45 PM
146	To start and continue rejuvenating the downtown or existing empty buildings	8/8/2024 7:28 PM
147	Less new housing	8/8/2024 7:19 PM
148	More density, less sprawl	8/8/2024 7:05 PM
149	Stop spreading into agricultural/forested lands	8/8/2024 6:28 PM
150	Keep land as is no more commercial growth	8/8/2024 6:24 PM
151	More freedom with offers by the constitution. More police, fewer taxes and voting in person with a government photo document.	8/8/2024 5:38 PM
152	improve the roads before development occurs	8/8/2024 3:43 PM
153	I would like to see people buy homes and not hedge funds. We don’t need more new construction homes, we need to promote homeownership and upkeep in already established communities	8/8/2024 1:58 PM
154	Transportation connectivity prioritized to help mitigate congestion on arterial roadways.	8/8/2024 1:04 PM
155	less homeless camping on public and private land.	8/8/2024 12:02 PM
156	Better roads	8/8/2024 11:42 AM
157	Better road conditions, and not much more than that. Sick of the high rise homes, and the SAME stores/eateries in every strip mall. But that is our of your control.	8/8/2024 11:42 AM
158	We need to make it legal to thicken up our existing neighborhoods in an incremental and productive way rather than bankrupting our communities on unsustainable growth patterns that we can't maintain.	8/8/2024 11:25 AM
159	Repurpose buildings in Portland & other areas	8/8/2024 11:04 AM
160	Not to add more land around Sherwood	8/8/2024 10:47 AM
161	Stop adding more homes to cities where the traffic is already a nightmare, like Wilsonville	8/8/2024 10:12 AM
162	Expand freeway lanes	8/8/2024 9:54 AM

163	More consideration to how the growth effects our rural communities and small family farms that feed our community	8/8/2024 9:42 AM
164	Really thinking through the big picture. Not pressured by builders for $$. Infrastructure, road improvements for capacity, sidewalks, parks, natural areas. Not all filled in	8/8/2024 9:37 AM
165	Fix Portland and all their issues by helping rebuild and develop more businesses. Sherwood doesn't need Metro because we have grown more than what is acceptable and Metro needs to stay out of our part of the world.	8/8/2024 8:49 AM
166	That's some video officials. Don't make it all about getting more tax money and leave some of the spaces as they are.	8/8/2024 7:14 AM
167	Maintaining Oregon's natural beauty by NOT having tons of concrete and strip malls.	8/7/2024 11:21 PM
168	Increase urban density. Build/create more housing connected to transportation.	8/7/2024 8:39 PM
169	greater use of land currently available within UGB (example infill current space vs expansion)	8/7/2024 8:21 PM
170	less traffic, preservation of UGB, improvement of downtown portland the way it was before 2020	8/7/2024 7:57 PM
171	More leadership by people of color, in elected and also executive leadership at Metro	8/7/2024 4:34 PM
172	More efficient use of land close to job centers. I'm surprised there is still farmland inside of I-205. Also, I would like to see a bridge over the Willamette between Oregon City and Wilsonville, and a bridge over the Columbia east of I 205. Nice job with the new recreation area Chahalem Ridge.	8/3/2024 8:26 PM
173	Less homeless, legalized prostitution, bike lanes everywhere	8/3/2024 3:14 PM
174	Cited above...more housing within UGB; build up/onto current buildings, golf courses, unused land, homes, convert hotels/motels, revitalize areas inside the city, promote ADUs, offer incentives etc.	8/3/2024 12:50 PM
175	Better transportation system, specifically an I-5 to OR 99W connector between Wilsonville (or just north of), and to the south of Sherwood. Preferably an expressway.	8/2/2024 11:42 PM
176	Less car-dependent development. More new gas stations and charging stations. More small neighborhood markets. Building that is not just residential homes. The more new homes, the more new amenities needed to go with them. Otherwise it creates traffic and time bottlenecks.	8/2/2024 3:13 PM
177	A west side highway should be built, mirroring 205. Too much traffic burden is put on 217 and roads like Roy Rogers	8/2/2024 12:30 PM
178	I would like to see the ability for more PUD subdivisions, a break up of housing within a subdivision. Rather than throwing all townhomes in an area it would be nice to allow for open space, different product types, and community areas.	8/1/2024 12:31 PM
179	Use of more brownfields and infill. Replace single story multi family homes with multi story homes	7/31/2024 11:31 AM
180	Bigger tax lots. No one wants to live in a match box. I would pay MUCH higher purchase prices to have a quality property.	7/31/2024 8:37 AM
181	"Middle housing", which allows more housing within defined spaces in the city as well as in the suburban areas. Include some green areas for multiple unit buildings, e.g. courtyards.	7/30/2024 7:44 PM
182	more preservation of nature and fish and wildlife habitat	7/30/2024 2:53 PM
183	Really plan for future growth. Especially guaranteeing there is adequate infrastructure to support the past, currnet, and future growth.	7/30/2024 8:55 AM
184	Improved street designs clearing the hazards of parked cars and narrow lanes.	7/30/2024 8:22 AM
185	Less focus on density. More focus on asthetics/attractive neighborhoods	7/30/2024 7:14 AM
186	More parking in commercial areas and in new buildings. Accessible commercial and residential spaces for people with mobility issues. Reduced developer, landlord and realtor greed - so housing costs can become affordable.	7/29/2024 11:37 PM
187	Actividades familiares,viviendas para personas mayores de 55 y retirados.	7/29/2024 7:21 PM

188	More housing in old industrial areas like Portland's Central Eastside. Preserving old homes and green space. Increased density in suburban areas as well as in the city instead of development on farmland and forests.	7/29/2024 11:48 AM
189	Build Up not Out!	7/29/2024 9:35 AM
190	Investment in infrastructure like roads, bikeways, transit. There needs to be a plan to move the people around the area. How do people get from Sherwood to downtown without adding to gridlock? I would also like to see fewer corporations owning properties and renting, than affordable properties for entry level home buyers.	7/29/2024 7:48 AM
191	no sprawl more density and walkabity. abolish highways, improve public transport	7/28/2024 12:50 PM
192	More walkable/bikable neighborhoods. Less new suburban sprawl.	7/28/2024 8:34 AM
193	Denser housing options, infill development, and transit-oriented housing.	7/28/2024 8:26 AM
194	Vertical growth. More condos in dense areas. And add one or two new dense city center type location. Maybe one east and one west.	7/25/2024 7:17 PM
195	Less crime, better transportation systems, fewer homeless	7/24/2024 5:33 PM
196	See above	7/24/2024 3:55 PM
197	Additional expansion of the UGB to keep overall costs low for development while providing opportunities to access public transit and provide workforce housing for major employers and employment hubs.	7/24/2024 11:56 AM
198	Make it easier for developers to build dense mixed use in areas already within the UGB. If that means tax incentives for five story condos, or repealing parking minimums for new builds, or making the bureaucratic cost of applying for redevelopment/remodeling of office/commercial into residential, do it!	7/24/2024 7:32 AM
199	More space for affordable housing	7/24/2024 12:10 AM
200	Easing traffic quagmires and building more sustainably. Safer communities. Walking paths and farmer's markets. Manufacturing jobs and training programs for future employees.	7/23/2024 9:20 PM
201	Denser Development	7/23/2024 8:54 PM
202	Allowing more single family and multi family housing that creates quality neighborhoods and communities.	7/23/2024 8:30 PM
203	Increase density, like A LOT. The best things about cities are only really possible when adequate desnities are achieved. Even issues such as public safety can be addressed by having more people around. Portland is nowhere near the density levels needed to support the kind of sustainable urban form that most of us actually desire. Walkable neighborhoods require lots of people walking to places like grocery stores to support them. Transit only makes sense for occasional users (e.g., those of us that work from home) if service is frequent enough and reliable enough that we don't have to spend a lot of time figuring out when the next bus will arrive. Those things require density.	7/23/2024 6:39 PM
204	Redevelop and repurpose current real estate	7/23/2024 6:19 PM
205	Enforcement of current immigration laws, support for property rights of current landowners and value esp for senior citizens	7/23/2024 3:19 PM
206	A major reduction in single family housing and expansion of car dependent suburbs, a focus on walkable neighborhoods with character and dense multi unit housing projects, transit and bike oriented design, infill of the vacant parking lots across east portland	7/23/2024 3:14 PM
207	For development kept closer to city centers and leave space for areas of land and farms in tact.	7/23/2024 2:12 PM
208	higher density in current Urban areas	7/23/2024 12:06 PM
209	No expansion permitted unless accompanied by concurrent expansion of public transportation.	7/23/2024 11:17 AM
210	Increased density, better transit	7/23/2024 2:36 AM
211	That the city and state government follow environmental code and NROd as significant as	7/22/2024 3:06 PM

	addressing affordable housing. I would like the state to start doing conservation efforts to prevent forest fires before they adding more infill, especially in rural areas	
212	More passenger rail & LRT	7/22/2024 6:07 AM
213	Protection of natural and farm land	7/21/2024 12:16 PM
214	More dense affordable housing with public transportation, work space with shopping hubs	7/21/2024 10:35 AM
215	Access to rapid transit in all corners of the metro. Buses are not rapid transit unless they are given priority and actually go faster than traffic.	7/21/2024 9:49 AM
216	The area is losing residents. There's no reason to extend the growth boundary.	7/21/2024 9:00 AM
217	More density	7/20/2024 9:12 PM
218	Less ugliness and more nature	7/20/2024 8:57 PM
219	Better public transit. We must expand the MAX into the SW metro on a common-sense alignment, not the poorly planned alignment that was proposed before. We must expand streetcar service all over Portland proper. Examples for the streetcar would be down into Lake Oswego, down Sandy Blvd., north up MLK Blvd. to Lombard St., from the MAX west down Lombard all the way to St Johns, down 82nd Ave., down 122nd Ave, and much more. Other corridors need bus rapid transit. Incentivize density of housing along all transit corridors and even deep into underserved neighborhoods. We have a terrible housing shortage and density is needed.	7/20/2024 7:38 PM
220	Not fall into the "cookie cutter" trap. Make sure public transit keeps up with growth AND make sure cars aren't excluded. Parking is needed. Mass transit doesn't work for all.	7/20/2024 10:41 AM
221	I would like to see a stronger move towards mixed-use, walkable, transit-oriented communities. I think the suburbs are really lacking in this regard due to historical planning trends, but we are seeing some changes in the right direction. I think we should embrace "Vision Zero" planning, with separated bike paths, human-scaled streets, and traffic calming measures. I would love it if my kids could walk to school someday. I would love to see every neighborhood have a grocery store within a short, safe bike ride. I would love to see more starter homes that are affordable, such as townhomes and row houses, close to amenities. Bonus points if some townhome plans have a bedroom/kitchen on the first floor for aging family members.	7/20/2024 9:28 AM
222	More dense neighborhoods with increased public transit options.	7/20/2024 7:41 AM
223	Bring back the wetlands of Portland! Wetland parks everywhere! MORE DENSITY, LESS DESTRUCTION. Build townhomes! Build small apartment blocks! Build corner stores and apartments above retail!	7/20/2024 12:38 AM
224	Before we look at expanding into the urban reserve, I'd like to see local government take better care of existing areas where there are economic and racial disparities. If we can't even properly manage what we have, why add more?	7/19/2024 4:15 PM
225	We don't need to make new developments car dependent. Build new developments with biking walking and transit first	7/19/2024 2:12 PM
226	More walkable and bikable development. Encourage density and preserve the rural landscape within a short distance to Portland. Re-ruralizing landscapes is almost completely impractical, we should preserve what we have while making our cities more livable.	7/19/2024 2:06 PM
227	More development and land use planning towards dense housing centered around walkable neighborhoods and transit oriented travel. We should not be building the most inefficient form of housing that is continuously built (single family homes) in areas where a car is necessary to survive. Walkable, dense neighborhoods is vital towards creating a more sustainable future.	7/19/2024 12:40 PM
228	More enforcement of developers not following the law, including seizing property through eminent domain if they fail or refuse to produce enough affordable housing units.	7/18/2024 9:44 PM
229	More public transportation.	7/18/2024 12:03 PM
230	We have plenty of land available for development. Until literally the entire metro is covered with 3-story buildings, there should be no UGB expansions. Along these lines, we need to continue improving public transit focusing primarily on what will attract more ridership.	7/18/2024 10:20 AM
231	More emphasis on public transit for those in the outlying areas. Trimet is not keeping up with	7/18/2024 6:16 AM

	the growth, and some of the outlying areas not accessed by a Max line have more difficulties in getting where we need to go.	
232	Greater distribution of high rise residential apartment buildings outside of the downtown core area, especially in Southwest. A MAX line spur from the current Washington Park station heading south, with stops for Council Crest, Hillsdale/Wells HS, Burlingame, Multnomah Village, Capitol HWY at 99W, Jackson MS, PCC Sylvania, Gabriel Park, Six Corners/Raleigh Hills,	7/17/2024 11:12 PM
233	STOP 🛑 Oregon infrastructure is the WORST I have seen. Traffic in rural areas will become disastrous with population growth!	7/17/2024 6:04 PM
234	Less roads and parking lots, more transit and fewer vehicle Miles traveled, more middle housing and mid-rise buildings. Daylighting buried streams, better fish and other animal friendly crossings. No data centers. No single story commercial and industrial buildings.	7/17/2024 2:18 PM
235	Stop building over our greenland. Land conservation.	7/17/2024 2:00 PM
236	More mixed used areas with less signle family housing.	7/17/2024 9:20 AM
237	build up and not out, and reduce parking footprint	7/17/2024 1:16 AM
238	More housing options, density, a mixture of all housing types — not just single family homes.	7/16/2024 11:18 PM
239	Stop growing out and think of growing up! Cities should be dense and walkable. Growth does not mean just go out. Look at European cities as an example. They have been around some for thousands of years without continuing to just expand out. Utilize the space they currently occupy.	7/16/2024 8:46 PM
240	A little more room for smart growth neighborhoods with row homes, townhomes, and small lot homes. The neighborhood should mainly be served by a park and neighborhood retail, grocery, and restaurants. Walkable is very important	7/16/2024 8:44 PM
241	More density; increased infill; redevelopment of underutilized land; demolition of older buildings to make way for newer, larger, and denser buildings; improved transit to serve the increasing population and density	7/16/2024 8:26 PM
242	Higher density housing options, more walkable neighborhoods, better sidewalks	7/16/2024 6:51 PM
243	Stop high density development that takes out all trees and natural area. Plan for roads, our roads already can’t support the population we have. Metro to have parks that allow dogs and not horses.	7/16/2024 6:26 PM
244	More density and mixed uses in every city core to create its own unique identity whole creating more walkability. This would also contribute to the ease of cycling and the viability of public transit projects, even in smaller cities. Mixed use, dense city cores would also create a tax surplus for local governments and metro to use for maintaining or expanding services.	7/16/2024 5:52 PM
245	Less high density housing that makes traffic worse since know one focuses on the impacts it causes on roads	7/16/2024 12:20 PM
246	More complete street systems. Transit expansions.	7/16/2024 10:24 AM
247	I would like to see greater opportunities for affordable housing and proximate employment for residents. I would like Portland to be a place my children would be able to live in.	7/16/2024 9:04 AM
248	Improved/increased access to mental health and in/outpatient A&D drug treatment	7/16/2024 8:09 AM
249	Better transportation options. Not only mass transit but more bridges to reduce congestion. People dont want to go into some areas like Portland and Vancouver just due to the traffic.	7/16/2024 8:00 AM
250	Greater density. More ADUs in existing neighborhoods	7/15/2024 10:34 PM
251	Stimulate (incentivize) redevelopment within existing boundaries. Of course it is easier to build new on bare, flat farmland... don't do it.	7/15/2024 8:39 PM
252	Better street cycling conditions	7/15/2024 7:50 PM
253	I would like to see entire neighborhoods built that include everything the increase in population needs: more stores, expansion of roadways to deal with traffic, more schools so that the	7/15/2024 7:17 PM

	schools that are there don't just increase class sizes, parks for families to enjoy so there isn't more crowding of the parks that exist, etc.	
254	Stopping the theft of our farm land for junk houses and o er crouding	7/15/2024 6:47 PM
255	A solution for all the empty commercial space, particularly close in, that is discouraging to the random flanneur as well as the residents. I would like the SW light rail to HAPPEN because I lived in SW (out near Tigard) and the traffic is beyond horrific - made me move back to NE Portland Yikes - it's literally untenable. And I don't want downtown to pay the price (becoming a donut hole).	7/15/2024 6:41 PM
256	Better mix of housing, better accessibility to transportation services and more. Better mass transit to suburbs and outer areas. Better job of keeping neighborhood integrity, better public safety	7/15/2024 5:54 PM
257	More land appropriately developed for a mix of single family and higher density housing. More single family is needed to help on the affordability goal.	7/15/2024 5:28 PM
258	I'm hoping for a change in mindset. or maybe more education... many people who value quality habitat and green spaces also don't like dense housing and don't see the connection. Many people want to live on acreage and in the Wildland Urban Interface, but it is damaging to wildlife	7/15/2024 5:22 PM
259	More affordable single family housing and safe, affordable public transit.	7/15/2024 5:19 PM
260	Please focus on walkability and public transit. Protected bike lanes, please! Get rid of parking lot requirements and allow mixed use zoning.	7/15/2024 5:17 PM
261	More parks, public transportation, less traffic	7/15/2024 5:12 PM
262	No growth	7/15/2024 4:37 PM
263	Increase in infrastructure - the growth continues but arterial roads are not developed/improved to support the traffic. Homes continue to be built in SW Beaverton, but nothing has been done to increase the traffic flow/capacity on Scholls Ferry - the primary freeway access point.	7/15/2024 4:03 PM
264	keeping urban sprawl under control	7/15/2024 3:31 PM
265	I'd like us to change BACK to when kids didn't have to be afraid in the streets and drugs/criminals didn't run amok in our City.	7/15/2024 3:25 PM
266	More single family homes	7/15/2024 3:00 PM
267	Safe communities -making them a priority.	7/15/2024 2:52 PM
268	A network of bike trail and larger freeways	7/15/2024 2:38 PM
269	its obvious we need more housing and job creation to support us. Metro takes too long to evaluate these expansion decisions, so we pass up opportunities.	7/15/2024 2:14 PM
270	Houses that are small for first time home buyers... not huge 4 bedroom homes with high end amenities. Small homes on large lots. With eco features like room for garden, underground water storage for watering garden, and solar panels on roof. No more granite counters and high end appliances. Your first home should be basic. That gives people something to strive for. Also stop the massive rentals of homes by non us citizens. Rent is more expensive than a mortgage. I know tons of home we're purchases in the economy crash of 2009 and purchases by foreigners to make $$ stop that practice. And you will have lower housing cost.	7/15/2024 1:45 PM
271	As few as possible	7/15/2024 1:41 PM
272	Better transportation infrastructure. Our roads have been the exact same going into/out of PDX 50 years or more	7/15/2024 1:35 PM
273	Improved public transportation and improved/increased use of multimodal trails and biking infrastructure.	7/15/2024 1:17 PM
274	High density in-fill and zoning upgrades near rapid transit access. Prioritize this BEFORE expanding the UGB.	7/15/2024 1:12 PM
275	Cheaper rates and less control	7/15/2024 1:11 PM
276	Stopping sprawl and addressing climate by building more compactly and decreasing highway	7/15/2024 12:58 PM

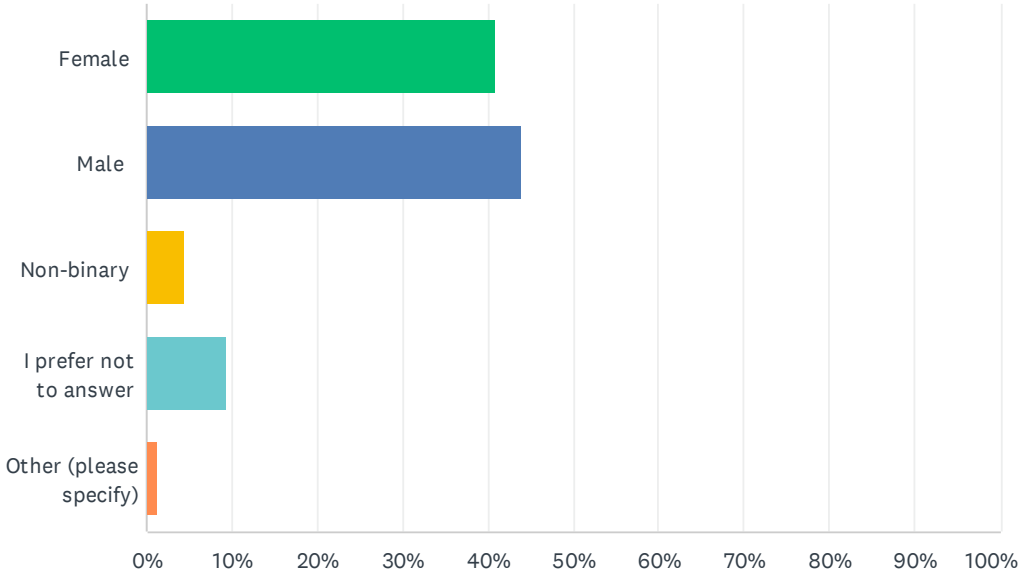
	modes of transportation.	
277	No more growth. No more crappy homes built tightly together. We need some countryside-trees, deer, birds, butterflies, rather than more concrete.	7/15/2024 12:47 PM
278	Fewer homeless, less garbage on the streets, more multi-family that includes parking	7/15/2024 12:44 PM
279	More requirements for affordable housing units. New apartments are ridiculously expensive and not built for families.	7/15/2024 12:41 PM
280	Grow up not out.	7/15/2024 12:40 PM
281	Smart transportation options, affordable housing within city centers and strong habitat protections for wildlife connectivity throughout our region.	7/15/2024 10:53 AM
282	Fewer parking lots, less sprawl, more dense housing, narrow freeways and add tolls, more bike paths	7/15/2024 10:35 AM
283	More bike infrastructure beyond the urban core of Portland.	7/15/2024 9:56 AM
284	Greater density. And safe transit. We can't use what we have because it is filthy and not safe. Bike paths need to be kept safe with regular more than daily patrols…bike cops or golf carts.	7/15/2024 7:25 AM
285	More protected bike lanes	7/15/2024 6:59 AM
286	Focus on basic municipal services: fix potholes, pave streets, erase graffiti, pick up the trash!	7/15/2024 6:34 AM
287	Safer highways (eg hwy 47) that include traffic circles.	7/15/2024 6:07 AM
288	Increased density and less sprawl.	7/15/2024 12:26 AM
289	I would like to see less traffic, and more public transportation options.	7/14/2024 9:17 PM
290	I would like to see more public transportation and multicultural businesses. I would like new neighborhoods to be open to everyone, both economically and culturally. We need more low and middle income housing in areas with good schools.	7/14/2024 9:11 PM
291	Continue to develop within existing boundaries.	7/14/2024 6:14 PM
292	Follow your plans and stay strong	7/14/2024 5:37 PM
293	Land conservation	7/14/2024 5:29 PM
294	Better traffic management	7/14/2024 5:15 PM
295	Better arterial transportation routes leading through the suburbs - landscaped parkways with grade separation like in NY/CT, but add transit and ped/bike. One from I-5 to the Newberg-Dundee Bypass (an actual I-5-99W Connector!) to help regional transportation. Another in the form of Sunrise Phase 2, extending to Sandy. And then a new tunnel and bridge from 26/Cornelius Pass to Rivergate in Portland.	7/14/2024 3:55 PM
296	Care for the current crumbling infrastructure before expanding.	7/14/2024 3:35 PM
297	More trees planted	7/14/2024 3:25 PM
298	Same as above plus very limited growth and only built to be part of the protected envrionment.	7/14/2024 1:53 PM
299	Solar panels over parking lots to produce power and not impede other land.	7/14/2024 12:58 PM
300	Better interconnectivity between trails, parks and green spaces.	7/14/2024 12:44 PM
301	Managing traffic, don't want more traffic lights would like to prevent Sherwood from turning into the Tigard disaster of stoplights	7/14/2024 12:12 PM
302	I would like to see the region commit to developing all of the land existing within the boundary that remains undeveloped, and also develop land that is poorly used, such as the numerous seas of parking lots that remain mostly empty. I see infill as a much better use of the regions money, as urban sprawl is not what we need and will only make our city align with other sprawling cities across the country instead of setting ourselves apart as a sustainable city.	7/14/2024 11:25 AM
303	Want to see it slow down. Making infrastructure first before adding to the population. Leaving rural areas rural. Leaving room for farms. leaving the trees.	7/14/2024 11:24 AM

304	Better roads to accommodate the traffic	7/14/2024 11:19 AM
305	Less housing a few more shops/restaurants. Traffic is so bad in Sherwood. There are already too many people that it's almost impossible to go to dinner and the lines at the stores are very long.	7/14/2024 11:16 AM
306	Fixed roads	7/14/2024 10:48 AM
307	less sprawl, and more revival of already developed space	7/14/2024 10:28 AM
308	Increased safety/security	7/14/2024 10:25 AM
309	No more row housing, no more densely packed living spaces	7/14/2024 10:13 AM
310	Updates to existing and already developed land, rather than urban sprawl into precious G land.	7/14/2024 10:03 AM
311	Better infrastructure within the city (Portland proper) farmlands don’t need 500 row homes placed on them. Concrete jungle is what we are going towards and I’m not here for that.	7/14/2024 9:43 AM
312	More density and infill and less suburban sprawl. And more mixed used development. I don’t want to have to use my car to fo everything.	7/14/2024 9:25 AM
313	More affordable housing, especially for first time homebuyers and low income renters. Densify housing without losing access to safe walking and biking and community outdoor spaces.	7/14/2024 8:17 AM
314	Stop expanding the boundaries. It isn’t appropriate to overtake agricultural land.	7/14/2024 8:06 AM
315	Increase density, particularly in downtown Portland	7/14/2024 12:07 AM
316	Increased residential density in existing neighborhoods, more extensive and more frequent rapid public transit, prioritizing pedestrian and bike safety and modes of transit over automobiles. More affordability of housing and choice of housing types that meet the needs of families and older adults.	7/13/2024 10:53 AM
317	Increase in construction density and mixed use zones.	7/12/2024 11:40 PM
318	I'd like to see Portland increase it's public transportation infrastructure with rail and bus rapid transit projects. There's no reason why Portland needs to expand more outward when we can simply just densify areas. I'd like to see Portland focus on climate change initiatives and be one of the leaders in the US, and expanding the UGB and increasing the reliance on car-centered infrastructure directly opposes those initiatives.	7/12/2024 8:13 PM
319	Denser housing and neighborhoods.	7/12/2024 7:47 PM
320	Less car oriented development. It’s 2024. Climate change. We know better.	7/12/2024 6:10 PM
321	more bike and transit friendly	7/12/2024 5:31 PM
322	Better wider and marked streets.	7/12/2024 1:10 PM
323	A focus on improving the areas that are already part of the UBG	7/12/2024 12:14 PM
324	Less implementation of luxury apartment buildings that few can afford to live in, more focus on affordable housing.	7/12/2024 7:47 AM
325	Development patterns and alternative transportation, these two are intrinsically linked and, to move into more sustainable forms of transportation means moving away from single family housing as the standard. We must move towards more varied housing options to include row-houses/townhomes, apartments, condos, cottage courts, duplexes, triplexes and anything else that can provide sustainable mid-density housing. Part of providing this too includes taking a closer look at zoning requirements and doing away with unnecessarily restrictive codes including minimum setbacks, parking requirements, and anything else that holds the area back from the most sustainable development possible which includes mixed use zoning, completely separate people from every day conveniences is absurd and past development patterns have led to strip malls and big box retailers taking over, driving out small businesses in many places and further unsustainable car oriented development. Alternative transportation too must be encouraged to include transit and cycling access for all. With sustainable mid-higher density this can be achieved much easier, however metro must commit wholly, protected/separated need to be the standard in everything but the most calm residential streets, and also not reserved only for the highest speed most dangerous roads, and transit too must be as convenient as possible for all. Trimet has been making improvements, well needed ones	7/12/2024 7:15 AM

	however there is so much more that could be done, the idea of a downtown MAX tunnel has been floating for some time but if trimet ever wants to make MAX a truly viable option for further distance travel this idea must be considered further and implemented.	
326	Density and mix use land around transit corridors. Potentially look into a MUPTE like (Eugene) to spur affordable housing.	7/12/2024 12:22 AM
327	Greater emphasis on keeping Portland green as can be. It's why we love this city so much.	7/11/2024 11:52 PM
328	Building up and not out. Don't allow Portland to become like Denver, Los Angeles or other inequitable cities that can only rely on automobile transportation. Building dense cities increase access to nature for all residents.	7/11/2024 10:31 PM
329	Better mass transit. It's the only way to grow outside of Portland and not become another hell hole like LA	7/11/2024 6:57 PM
330	Minimize the role of the automobile. Stop sprawling onto new greenfield land. Revitalize existing neighborhoods. Eliminate surface parking lots of more than 1-3 spaces (in favor of on-street, underground, structured, or no parking). Build out complete, connected, safe, high-quality regional and statewide, bicycle, pedestrian, and transit networks. Complete the Coast to Gorge Trail and begin work on other elements of the Infinity Loop concept. Make cooperative housing a permanent and meaningful housing option within the region.	7/11/2024 6:12 PM
331	More high-quality transit options like regional rail and bus-rapid transit.	7/11/2024 4:27 PM
332	Better infrastructure for getting into the city core from the outskirts. Currently the only option for many is to drive but by doing so, we add to the environmental impacts and many of the routes are not very friendly. If we are going to put more family-priced housing on the edges, then we need to provide safe, economical and quicker ways to get to work and family in the city core.	7/11/2024 10:33 AM
333	Denser walkable neighborhoods, better transit, regional connection to jobs	7/10/2024 10:14 PM
334	More density in urban areas	7/10/2024 9:51 PM
335	allow cities/counties to bring in several hundred acres at their edges into development for new single-family homes with yards - like houses with one thousand square feet in foot print and 1 to 2 thousand square feet for yard. Use these edge areas to design more technological oriented cities allowing bicycle and walking to be the main way getting to a common vehicle depot for accessing other parts of the Metro area. Allow robotic, drone delivery.	7/10/2024 8:30 PM
336	Only high density housing added to any area expanding, with abundant low income housing.	7/10/2024 5:14 PM
337	Increased density, especially along transit corridors (transit oriented development), and a greater quantity of mixed-use middle density housing.	7/10/2024 12:08 PM
338	Stop expanding ugly townhouses into our beautiful countryside.	7/9/2024 9:48 PM
339	Want to see keeping original neighborhoods, use of more technology to deal with water and sewer, and more affordable housing of all types. There are cheaper more effective solutions other than a big sewerplant.	7/9/2024 3:43 PM
340	better transportation and less traffic / less need to make long trips and fewer trips / all housing will cost 30% or less of individual or family income / more natural areas and recreation	7/9/2024 3:15 PM

Q6 How do you identify your gender? (Select all that apply).

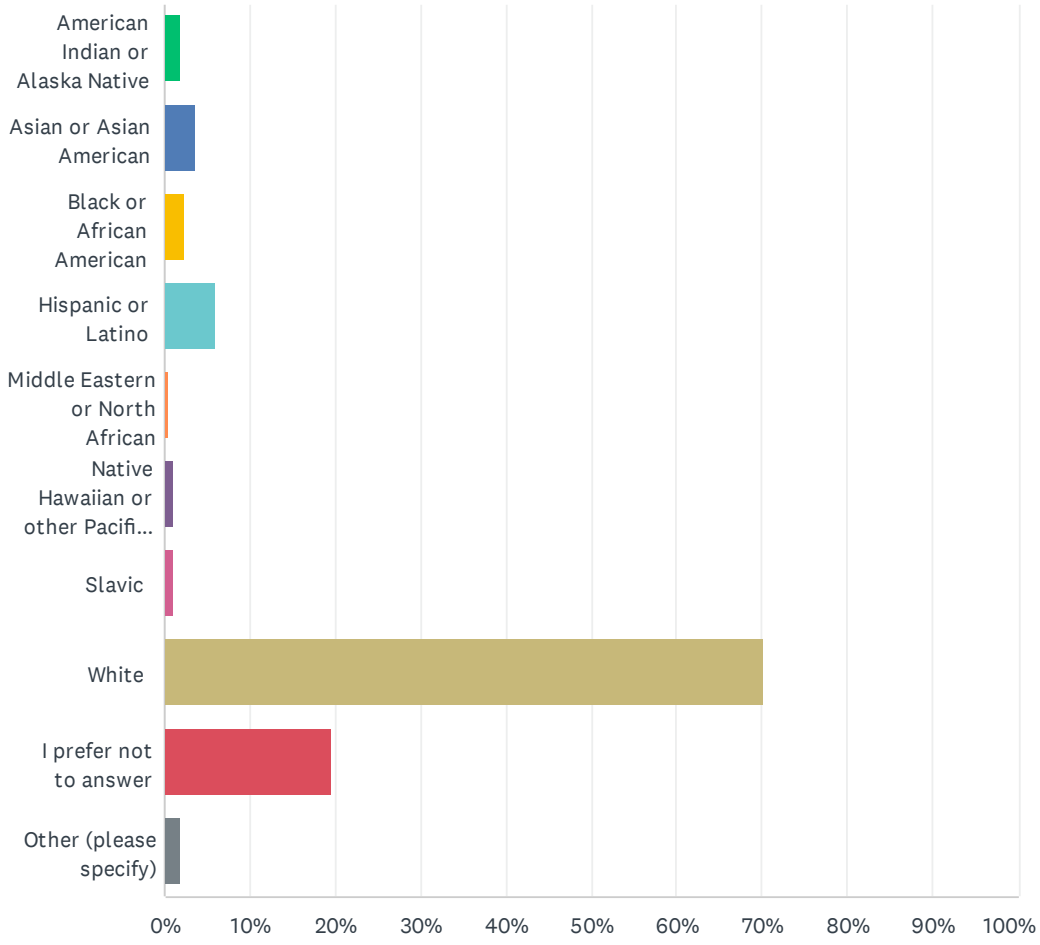
Answered: 307 Skipped: 58



ANSWER CHOICES	RESPONSES	
Female	41.04%	126
Male	43.97%	135
Non-binary	4.56%	14
I prefer not to answer	9.45%	29
Other (please specify)	1.30%	4
Total Respondents: 307		

Q7 Which of the below best describe your race/ethnicity? (Select all that apply).

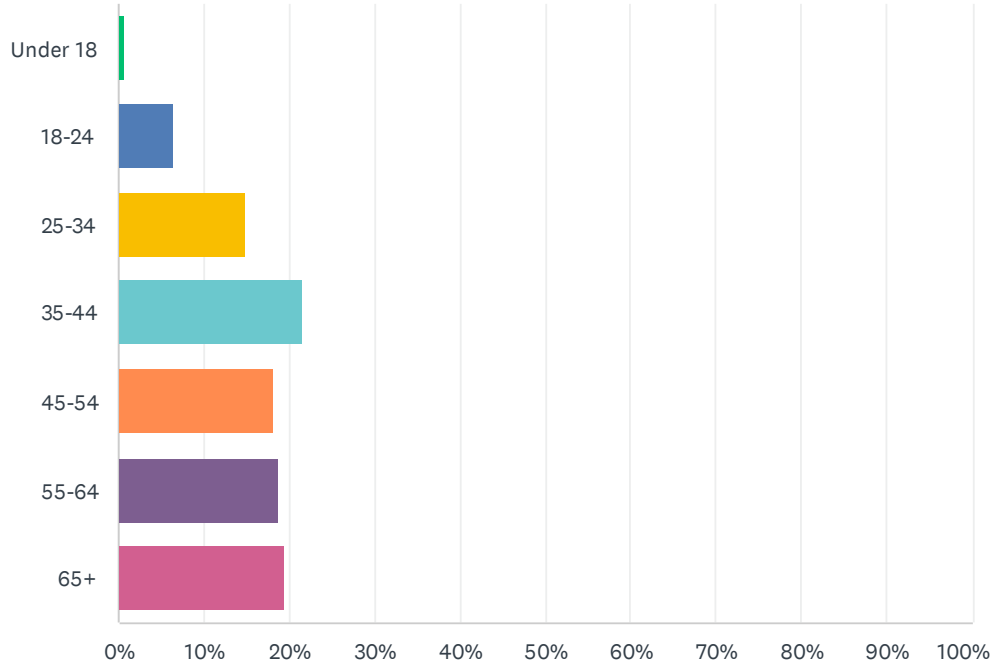
Answered: 305 Skipped: 60



ANSWER CHOICES	RESPONSES	
American Indian or Alaska Native	1.97%	6
Asian or Asian American	3.61%	11
Black or African American	2.30%	7
Hispanic or Latino	5.90%	18
Middle Eastern or North African	0.33%	1
Native Hawaiian or other Pacific Islander	0.98%	3
Slavic	0.98%	3
White	70.16%	214
I prefer not to answer	19.67%	60
Other (please specify)	1.97%	6
Total Respondents: 305		

Q8 What is your age?

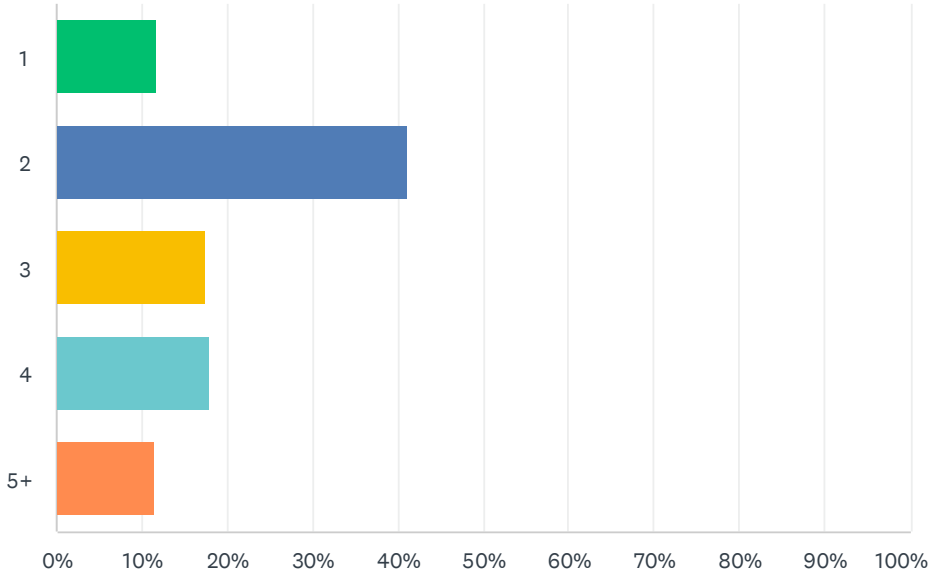
Answered: 293 Skipped: 72



ANSWER CHOICES	RESPONSES	
Under 18	0.68%	2
18-24	6.48%	19
25-34	15.02%	44
35-44	21.50%	63
45-54	18.09%	53
55-64	18.77%	55
65+	19.45%	57
TOTAL		293

Q9 How many people live in your home (including yourself)?

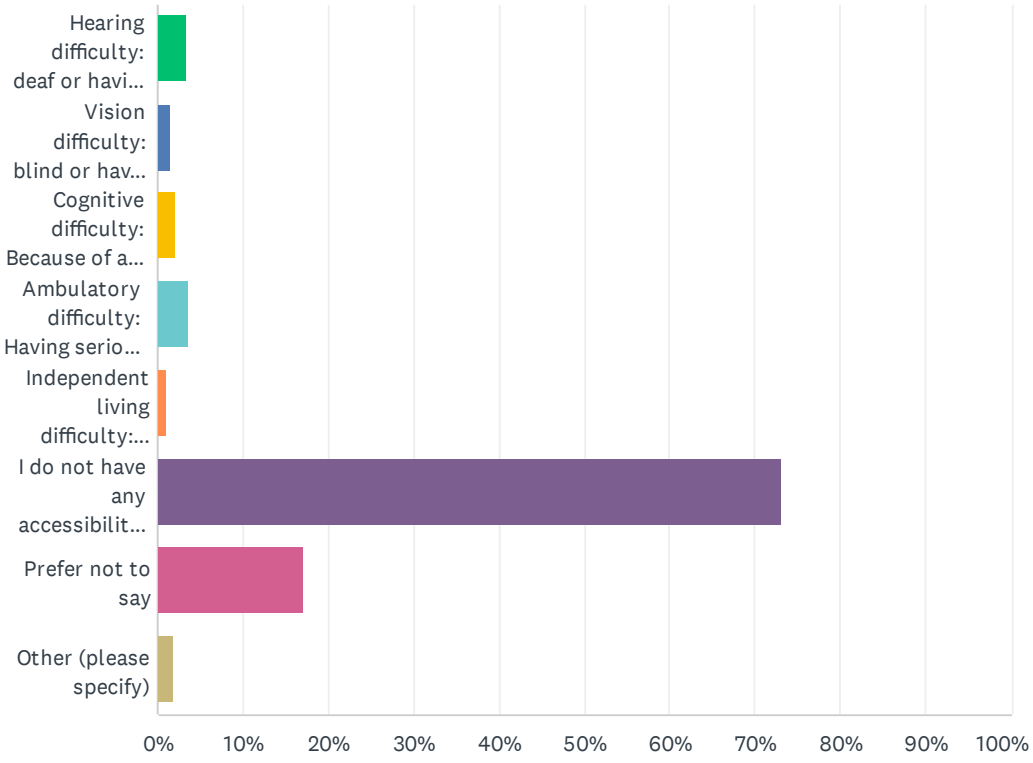
Answered: 296 Skipped: 69



ANSWER CHOICES	RESPONSES	
1	11.82%	35
2	41.22%	122
3	17.57%	52
4	17.91%	53
5+	11.49%	34
TOTAL		296

Q10 Do you have any accessibility difficulties that you would like us to be aware of? (Select all that apply).

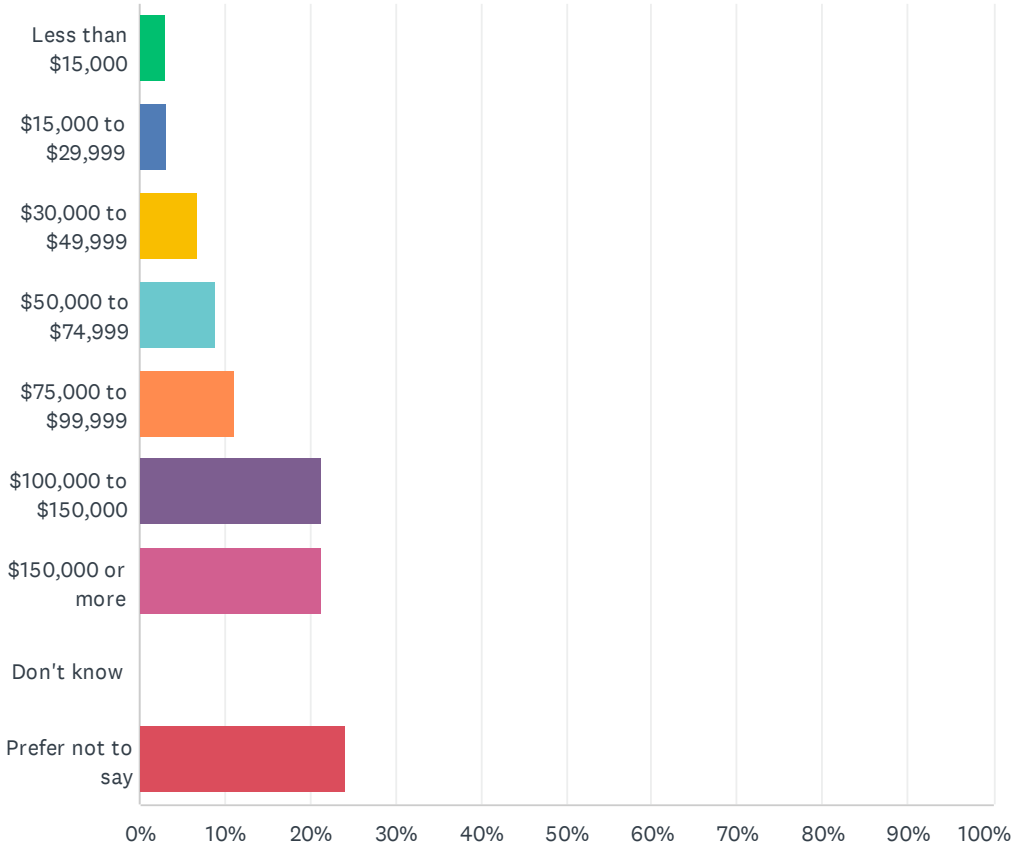
Answered: 271 Skipped: 94



ANSWER CHOICES	RESPONSES	
Hearing difficulty: deaf or having serious difficulty hearing	3.32%	9
Vision difficulty: blind or having serious difficulty seeing, even when wearing glasses	1.48%	4
Cognitive difficulty: Because of a physical, mental, or emotional problem, having difficulty remembering, concentrating, or making decisions	2.21%	6
Ambulatory difficulty: Having serious difficulty walking or climbing stairs	3.69%	10
Independent living difficulty: Because of a physical, mental, or emotional problem, having difficulty doing errands alone such as visiting a doctor's office or shopping	1.11%	3
I do not have any accessibility requirements	73.06%	198
Prefer not to say	16.97%	46
Other (please specify)	1.85%	5
Total Respondents: 271		

Q11 How would you describe your income?

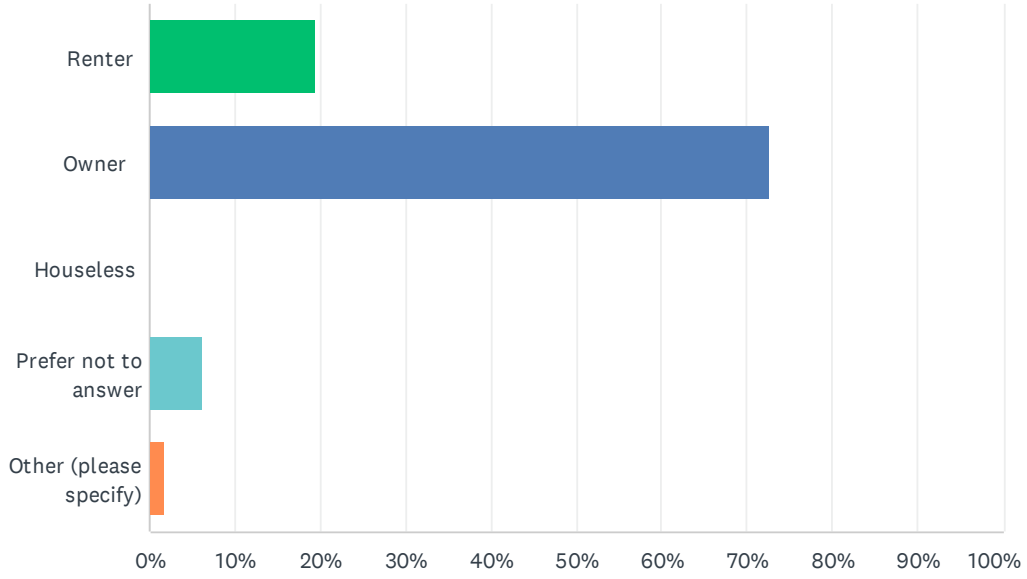
Answered: 304 Skipped: 61



ANSWER CHOICES	RESPONSES	
Less than $15,000	2.96%	9
$15,000 to $29,999	3.29%	10
$30,000 to $49,999	6.91%	21
$50,000 to $74,999	8.88%	27
$75,000 to $99,999	11.18%	34
$100,000 to $150,000	21.38%	65
$150,000 or more	21.38%	65
Don't know	0.00%	0
Prefer not to say	24.01%	73
TOTAL		304

Q12 How would you describe your housing tenure?

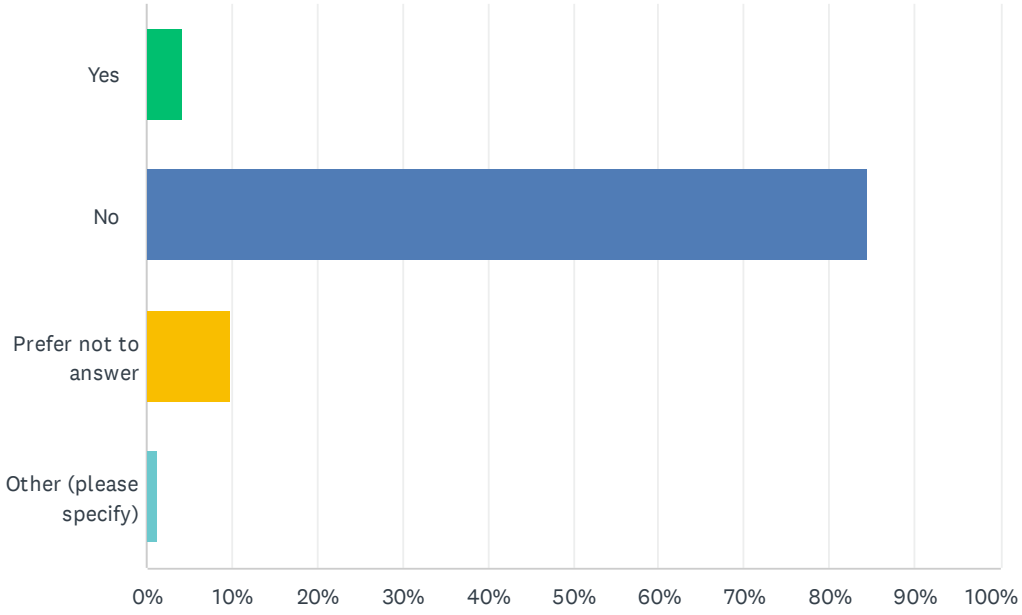
Answered: 303 Skipped: 62



ANSWER CHOICES	RESPONSES	
Renter	19.47%	59
Owner	72.61%	220
Houseless	0.00%	0
Prefer not to answer	6.27%	19
Other (please specify)	1.65%	5
TOTAL		303

Q13 Are you an immigrant or refugee?

Answered: 304 Skipped: 61



ANSWER CHOICES	RESPONSES	
Yes	4.28%	13
No	84.54%	257
Prefer not to answer	9.87%	30
Other (please specify)	1.32%	4
TOTAL		304

Q14 What is your zip code?

Answered: 284 Skipped: 81

#	RESPONSES	DATE
1	97140	8/23/2024 10:11 AM
2	97123	8/22/2024 9:55 PM
3	97140	8/22/2024 9:47 PM
4	97140	8/22/2024 7:27 PM
5	97140	8/22/2024 7:11 PM
6	97140	8/22/2024 6:56 PM
7	97201	8/22/2024 6:48 PM
8	97140	8/22/2024 6:35 PM
9	97140	8/22/2024 6:31 PM
10	97140	8/22/2024 4:58 PM
11	97140	8/22/2024 4:41 PM
12	97140	8/22/2024 1:22 PM
13	97140	8/22/2024 11:56 AM
14	97209	8/22/2024 11:41 AM
15	97140	8/22/2024 10:28 AM
16	97202	8/22/2024 10:11 AM
17	97140	8/22/2024 3:04 AM
18	97215	8/21/2024 11:14 PM
19	97140	8/21/2024 11:05 PM
20	97702	8/21/2024 9:33 PM
21	97212	8/21/2024 8:18 PM
22	97140	8/21/2024 6:20 PM
23	97140	8/21/2024 5:57 PM
24	97232	8/21/2024 4:58 PM
25	97140	8/21/2024 4:23 PM
26	97140	8/21/2024 3:44 PM
27	97140	8/21/2024 3:08 PM
28	97203	8/21/2024 2:40 PM
29	97140	8/21/2024 11:14 AM
30	97140	8/21/2024 8:40 AM
31	97140	8/21/2024 7:15 AM
32	97140	8/20/2024 11:42 PM
33	97140	8/20/2024 7:52 PM

34	97140	8/20/2024 6:28 PM
35	97140	8/20/2024 6:20 PM
36	97140	8/20/2024 5:08 PM
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65	97211	8/18/2024 2:28 PM
66	97215	8/18/2024 2:28 PM
67	97140	8/18/2024 2:13 PM
68	97140	8/18/2024 1:23 PM
69	97005	8/18/2024 1:13 PM
70	97140	8/18/2024 1:07 PM
71	97201	8/18/2024 12:51 PM

72	97062	8/18/2024 11:31 AM
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74	97140	8/18/2024 9:42 AM
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78	97140	8/18/2024 6:35 AM
79	97140	8/18/2024 1:16 AM
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92	97140	8/16/2024 7:43 AM
93	97115	8/15/2024 12:24 PM
94	97140	8/14/2024 1:11 PM
95	97140	8/14/2024 6:28 AM
96	97140	8/14/2024 5:35 AM
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107	97229	8/12/2024 4:58 PM
108	97229	8/12/2024 4:47 PM
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111	97007	8/11/2024 10:49 PM
112	97140	8/11/2024 8:17 PM
113	97205	8/11/2024 2:35 PM
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115	97140	8/11/2024 10:32 AM
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117	97070	8/10/2024 10:41 AM
118	97140	8/10/2024 10:03 AM
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128	97132	8/8/2024 7:09 PM
129	97132	8/8/2024 6:32 PM
130	97140	8/8/2024 6:27 PM
131	97140	8/8/2024 5:39 PM
132	97140	8/8/2024 1:59 PM
133	97140	8/8/2024 1:51 PM
134	97223	8/8/2024 1:08 PM
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136	97140	8/8/2024 11:45 AM
137	97140	8/8/2024 11:07 AM
138	97140	8/8/2024 10:50 AM
139	97070	8/8/2024 10:14 AM
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141	97140	8/8/2024 9:42 AM
142	97140	8/8/2024 8:54 AM
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144	97140	8/7/2024 8:31 PM
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146	97086	8/3/2024 3:20 PM
147	97140	8/3/2024 12:00 AM

148	97140	8/2/2024 3:23 PM
149	97140	8/2/2024 12:33 PM
150	97137	8/1/2024 12:36 PM
151	97239	7/31/2024 11:38 AM
152	97203	7/30/2024 7:45 PM
153	97140	7/30/2024 9:03 AM
154	97236	7/30/2024 8:23 AM
155	97007	7/30/2024 7:18 AM
156	97006	7/29/2024 7:23 PM
157	97204	7/29/2024 11:50 AM
158	97034	7/29/2024 9:38 AM
159	97006	7/29/2024 7:50 AM
160	97205	7/28/2024 8:39 AM
161	97210	7/25/2024 7:23 PM
162	97140	7/24/2024 5:39 PM
163	97140	7/24/2024 4:04 PM
164	97202	7/24/2024 7:35 AM
165	97206	7/24/2024 12:13 AM
166	97062 but Sherwood property address is 97140	7/23/2024 9:28 PM
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182	97222	7/20/2024 10:43 AM
183	97124	7/20/2024 9:49 AM
184	97201	7/20/2024 12:39 AM
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187	97124	7/18/2024 12:06 PM
188	97045	7/18/2024 6:21 AM
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190	97201	7/17/2024 6:52 PM
191	97140	7/17/2024 6:10 PM
192	97140	7/17/2024 2:05 PM
193	97218	7/17/2024 9:24 AM
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196	97140	7/16/2024 8:51 PM
197	97210	7/16/2024 8:49 PM
198	97209	7/16/2024 8:39 PM
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220	97214	7/15/2024 1:20 PM
221	97140	7/15/2024 1:17 PM
222	97128	7/15/2024 1:15 PM
223	97212	7/15/2024 1:04 PM

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225	97223	7/15/2024 12:42 PM
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255	97140	7/14/2024 10:16 AM
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257	97140	7/14/2024 9:46 AM
258	97223	7/14/2024 9:30 AM
259	97229	7/14/2024 8:21 AM
260	97132	7/14/2024 8:08 AM
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262	97217	7/13/2024 11:10 AM
263	97222	7/12/2024 11:47 PM
264	97005	7/12/2024 8:20 PM
265	97229	7/12/2024 7:49 PM
266	97214	7/12/2024 6:15 PM
267	97140	7/12/2024 1:17 PM
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269	97202	7/12/2024 8:03 AM
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275	97211	7/11/2024 6:14 PM
276	972-4	7/11/2024 4:31 PM
277	97080	7/11/2024 10:34 AM
278	97201	7/10/2024 10:17 PM
279	97267	7/10/2024 8:35 PM
280	97211	7/10/2024 5:18 PM
281	97123	7/10/2024 12:37 PM
282	97140	7/9/2024 9:56 PM
283	97080	7/9/2024 3:50 PM
284	97215	7/9/2024 3:19 PM

APPENDIX B

Public comment emails and letters

Miriam Hanes

From: Rachel Adams <[redacted]>
Sent: Tuesday, August 20, 2024 11:32 AM
To: Metro 2040
Subject: [External sender]Sherwood West Concept Plan Opposition

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

To whom it may concern,

I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Rachel Adams

//
Play Nice PR
Rachel Adams (she/her)
[redacted]

8/21/2024

BPS Comments on July Draft of Metro Urban Growth Report (UGR)

Metro is narrowly framing this decision as to whether or not the Sherwood West expansion area should be brought into the UGB. The UGR has broader implications for the region in terms of how we expect to grow in a way that is equitable and meets other regional goals, such as reducing carbon emissions.

The Urban Growth Report (UGR) is an opportunity to frame future regional planning discussions such as the regional housing production strategy, a refresh of the 2040 Growth Concept, and a regional economic development strategy.

Our concern is that the UGR is underestimating population and housing growth, underestimating residential capacity; underestimating industrial job growth, overestimating industrial land supply and underestimating commercial land supply. BPS staff raise the following issues with methodology and assumptions to better align with regional policy objectives, which are described in detail below.

Housing

The 2044 population forecast is for much slower growth, primarily due to declining birth rates. We are concerned that the Metro forecast is too low, which will affect planning for housing that will result in insufficient housing capacity in the future. The Metro forecast is based on national growth rates – which misses the important context that, historically, Oregon has grown faster than the nation and the Portland region has grown faster than the state (captured a greater share the state's growth). The UGR lacks important comparisons to state forecasts as context for selecting a growth scenario.

Metro should select the Strong Urban Market housing mix with high population/household forecast. This scenario best fits the expected older, smaller households. It also addresses affordability concerns and the need for more affordable multi-dwelling and middle housing units. The UGR notes that 81% of future households will be financially challenged or unable to purchase homes with current median sales price at roughly $550,000 in today's dollars.

Metro's scenario results indicates that this scenario results in a deficit of 24,000 multi-dwelling units. This deficit is overstated because Metro's housing capacity methodology vastly undercounts the redevelopment potential in Portland and the region. The UGR assumes that only 20% of the most feasible properties will redevelop. Buried in a footnote, the UGR states that if redevelopment rate is increased to 40% of the most feasible properties, this deficit would be eliminated. For example, under the 20% redevelopment rate, Metro assumes that Portland only has capacity for 60,000 units. Whereas in our recently adopted 2023 Housing Needs Analysis, we found that Portland has a financially feasible development capacity of 237,000 units.

Finally, the regional forecast is not just about the UGB decision. It is used in other policy decisions (not just for managing the UGB). The housing forecast will be provided to the State (OHCS/DAS) to establish the jurisdiction level housing targets. Also, the forecast will be the basis for Metro's regional housing production strategy – which will be an important regional discussion on how to address housing needs for older, smaller households with affordability challenges.

Employment

Metro's employment forecast is tied to the population forecast. Metro's fundamental assumption that lower population growth will mean slower economic growth because access to labor will be the constraining factor could be a self-fulling prophecy. Workforce is mobile. Capital is mobile. Development

capacity is not. If the region has the land capacity for businesses to expand then workers will migrate to the region. If the region does not have the land capacity, then economic growth will be constrained.

- Jobs in the Portland MSA grew 56%-63% faster than the national economy in each of the last three business cycles (Portland EOA Trends Report). Above-average regional job growth has been supported by our competitive strengths, including growing industry clusters and planned livability that attracts talent, as recognized in our economic development strategies (CEDS, Oregon Business Plan, Advance Portland). The UGR's methodology does not account for these past trends and regional advantages. The average annual growth rate (AAGR) of Oregon Employment Department's (OED's) current 2022-2032 projection is 1.1% for Total Nonfarm Employment, compared to 0.46% in the draft UGR. Why does the UGR predict that long-term regional job growth will now slow down to the national average?
- Workforce-in-migration should be a forecast variable – Economic forecasts typically analyze sector trends, capital inputs (such as land supply), and market opportunities. Economic growth will attract workers, rather than the UGR's population-trumps-economy approach.
- Noisy in-migration data – The in-migration graph cited in the UGR indicates wide variations, rather than a hard stop for job growth. In-migration also varies widely with economic trends that don't appear to be considered in the UGR's population forecast, such as business cycles, sector growth trends, and median income trends, each of which shape in-migration through economic opportunity.
- Local sectors/traded sectors – We agree that regional population growth is an important driver of market size and job growth in 'local sectors' that serve regional markets. However, market opportunities in 'traded sectors' that serve markets outside the region are unrelated to local population size. At minimum, the UGR's connection between population growth and job projections should be removed from the goods production and distribution sectors that make up most industrial land demand and primarily serve traded-sector markets.

As with the population forecast, the UGR is lacking context or comparison to State of Oregon forecasts. The UGR also could benefit from an equity analysis that discusses the type of jobs and wages that will be available, especially for workers without 4-year college degrees.

The region needs a land supply strategy that includes a deeper analysis of sector and business growth opportunities and how they match with the region's employment land supply in order to create equitable economic opportunity.

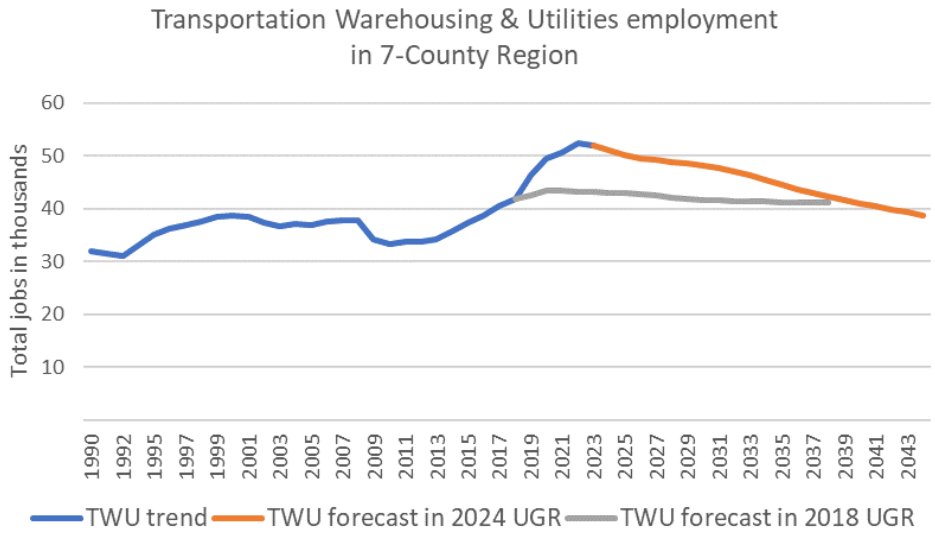
Industrial

Inadequate Industrial Land Supply – The UGR widely understates industrial land demand, relative to growth trends and State of Oregon employment projections. It overstates the suitable land supply to meet the region's distinct segments of demand. Coming to the opposite conclusion of the UGR, the private market has found inadequate industrial land supply since around 2015, evident in the region's low industrial vacancy rates and rising rents of the last decade. What is Metro's rationale for such a different and low industrial demand forecast?

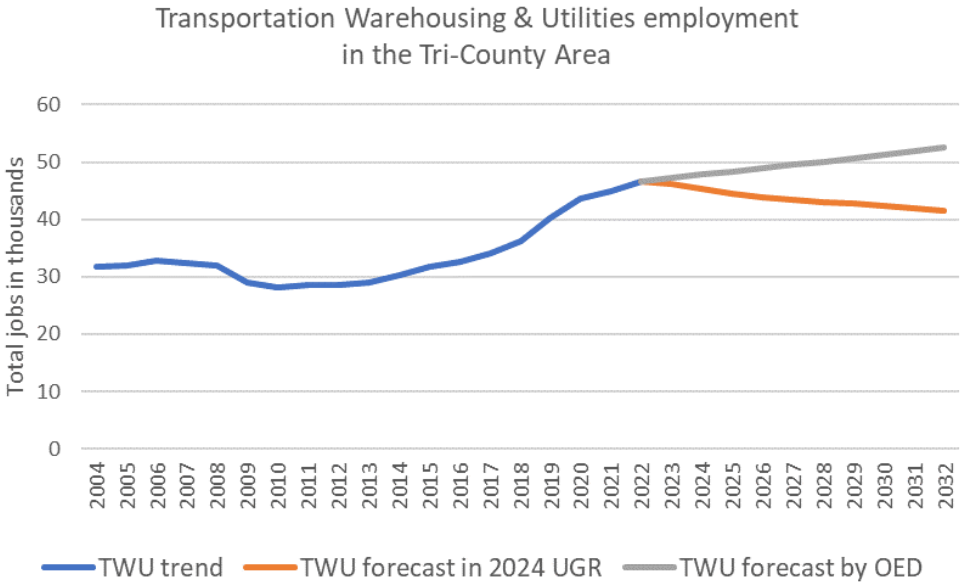
Transportation & Warehousing (Logistics) forecast – Metro's no-growth forecast for the logistics sector in the 2018 UGR and the declining forecast in 2024 UGR eliminates most of industrial land demand. Metro's industrial employment sector forecast is too low and not consistent with Oregon Employment Department (OED) forecasts. Specifically, BPS staff has raised concerns about the forecasted decline in

the warehouse and distribution sector when the OED and the federal Bureau of Labor Statistics (BLS) forecast continued growth. Metro made a similar assumption in 2018, when it forecasted zero-growth for logistics jobs, when, since 2015, it has been a high job-growth sector and the region's predominant employment land demand.

- The current UGR forecast for major decline in Logistics jobs is the opposite of its rapid growth trend in the last decade and current national/state/regional employment agency forecasts for continuing above-average growth, as shown in the charts below. Metro's regional projection of -1.4% annual change (AAGR) in Transportation Warehousing & Utilities jobs over the next decade (2022-2032) compares to 0.8% AAGR by Bureau of Labor Statistics nationally and 1.2% AAGR by OED in the Tri-County area. City staff would be interested in better understanding this aspect of the analysis and discussing the potential associated regional policy implications.



Sources: Trend from CES data by BLS. Forecast data by Metro in 2018 and draft 2024 Urban Growth Reports



Sources: Trend data from CES by OED. UGR forecast from July 2024 draft by Metro. Oregon Employment Department projections for 2022-2032.

- Logistics is a critical sector to get right in the UGR forecast, because Logistics businesses are the primary source of Warehouse & Distribution development (along with Wholesale Trade) and thus industrial land demand. Warehouse & Distribution buildings made up 75% of the MSA's total occupied industrial space in 2019 and 93% of the new occupied space in the recent 2008-2019 business cycle (CoStar data).

3,600-acre demand discrepancy for Logistics and Manufacturing – The draft UGR forecast for 1,400 additional industrial acres to 2044 is undercounting regional demand by about 3,600 acres relative to OED's regional projections in the Logistics and Manufacturing sectors alone (see table below). The sector-trends methodology of OED's projections is a better fit for employment land planning because of its consistency with employment and development trends and with State Planning Goal 9 requirements for trends-based forecast.

Estimated Tri-County forecast discrepancy in industrial land demand between Metro's draft 2024 UGR and Oregon Employment Department's 2032 projections						
	Forecast AAGR	Tri-County Jobs in 2024	Jobs in 2044	2024-2044 Job Change	Building SF	Land (ac.) Demand
Transportation Warehousing & Utilities						
Metro Draft UGR 2024	-1.4%	45,200	34,300	-10,900	-16,639,900	-1,273
OED, 2032 projections	1.2%	47,600	60,700	13,100	19,998,500	1,530
Discrepancy				24,000	36,638,400	2,804
Manufacturing						
Metro Draft UGR 2024	0.1%	101,400	102,900	1,500	1,037,600	72
OED, 2032 projections	0.8%	102,900	120,900	18,000	12,451,300	866
Discrepancy				16,500	11,413,700	794
Total Discrepancy				40,500	48,052,100	3,598

Automation impacts - Metro staff has offered automation as a reason for slower job growth in Logistics and Manufacturing. Other sources support different conclusions. After accounting for automation

impacts, current BLS national projections (which inform OED's regional projections) conclude that Logistics will continue to grow jobs substantially faster than the overall economy. BLS projections also indicate substantially higher output growth than employment growth in Logistics and Manufacturing, which in turn indicates increased land demand. Automated warehouses and factories still need land, and productivity gains of automation support higher land demand. Like BLS, McKinsey's projected job impacts of automation in urban areas indicate losses mainly in office support occupations, modest losses in manufacturing production, and gains in transportation occupations: Future of work in America | McKinsey. Considering the example of self-driving trucks, an extensive USDOT study in 2021 found "vast uncertainty" in future labor market impacts, including losses and gains over several decades with net impacts difficult to predict.

Other underestimated sources of industrial demand – In addition to the growth rate discrepancies for logistics and manufacturing, the UGR underestimates demand in a variety of other ways.

- Business-cycle impacts – Long-term sector growth rates span the job losses and gains of business cycles. In contrast to the predominantly industrial-sector job losses in the region's three previous recessions, the combined industrial sectors were the least impacted in recent COVID recession. The UGR misses this major source of long-term industrial growth by starting the forecast period in 2024, which particularly understates the long-term trend in Logistics.
- Target cluster incentives - The expanded growth potential of target industry clusters, supported by economic development policies and business assistance and incentive programs, is another example of undercounted demand. For example, the region's Cleantech and Electronics clusters are expected to broadly benefit from the 2022 federal industrial policy incentive of the Inflation Reduction Act and Chips Act.

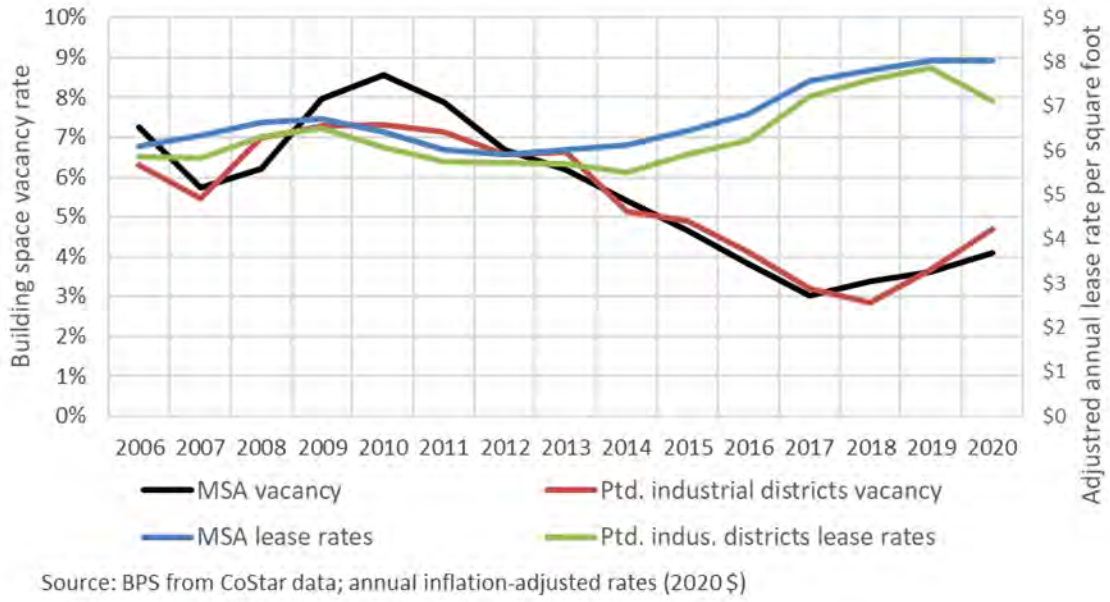
Overstated industrial land supply – While the UGR's industrial land supply for Portland (1,200 acres) is relatively consistent with BPS' preliminary estimate, we are concerned that Metro has overestimated the industrial land supply in the rest of the region in a variety of ways.

- Suitable supply for location-specific demand – The UGR does not track land demand nor supply based on location-suitability criteria or a regional trend analysis by business district type. Instead, the UGR appears to assume that industrial land supply is loosely substitutable across the region. This is not the case when businesses make location decisions. The largest discrepancy is the concentration of the region's Logistics and Wholesale jobs in industrial districts near interstate highways and multimodal freight infrastructure. Some of the region's Warehouse & Distribution land demand is substitutable at dispersed locations, but most of it is not. For example, the City of Portland has 73% of tri-county Logistics jobs, but Portland's freight-hub districts are building out. Portland's 2016 EOA and current industrial land supply studies raise concerns about Portland's tight industrial land supply and ability to meet future demand in these freight-hub districts. The UGR lacks the detail in location needs for different industrial sectors and region's ability to accommodate their growth or the consequences of failing to meet the demand (sprawl to exurban areas).
- 10-acre and larger lot demand – The UGR does not appear to compare land demand and supply by site size. We are concerned that the region has an inadequate supply of 10-acres or larger sites. Larger sites made up 68% of new industrial construction in Portland in the last business cycle. While industrial land demand is present across the site-size distribution, our preliminary

land demand and supply analysis shows the potential for several hundred acres of unmet demand for sites 10 acres and larger in Portland, which are businesses that will seek locations elsewhere in the region (or outside the region).

- Industrial land readiness investment – A third major example of over-stated industrial land supply in the URG is the region's underfunded needs for industrial land readiness. Metro's Industrial Land Readiness toolkit clarifies this issue in detail.
- It is unclear if Metro's methodology adequately accounts for constraints on development for factors such as brownfields, small parcel sizes (less than 0.5 acres); and steep slopes. These factors contribute to overstating the effective supply.

Misreading the tight industrial land supply – BPS is concerned that the UGR sends the wrong message (finding more than adequate industrial land supply) at time of low vacancy rates and increasing rents and land values. The region's traded sector economic base that drives regional prosperity relies primarily on industrial land. The UGR could drive complacency that will undermine long-standing regional economic development goals. Market-effective industrial land supply has been tight in the region since 2015 (see chart below), as building vacancy rates dropping below 5% have pushed up rents to less competitive levels for growth. In turn, the metro area's tight land supply generates sprawl beyond the region. A Colliers' 2023 report on the 'I-5 OR/WA logistics corridor' (see link) identifies 62 industrial projects under construction last year that span the Portland and Seattle metro areas and the I-5 corridor between them.



Source: BPS from CoStar data; annual inflation-adjusted rates (2020 $)

Recommendations – BPS made similar comments about the 2018 UGR that were not taken into account. The UGR employment land methodology needs rethinking.

- Trend-based forecast scenario – The draft UGR employment forecast and capacity analysis is used for other purposes, such as economic development strategies and public and private investments, that go beyond the immediate decision on the UGB. Metro should acknowledge Oregon Employment Department's current sector projections for the Tri-County Area as a UGR forecast scenario that is primarily based on sector trends and not tied to Metro's population

forecast. The average annual growth rate (AAGR) of OED's current 2022-2032 projection is 1.1% for Total Nonfarm Employment, compared to 0.4% in the draft UGR. OED's projection methodology more closely fits the market-trend approach required of cities and counties by Oregon's Goal 9 for employment land planning.

- Rethink UGR employment forecast and capacity analysis - the next (2030) UGR should better align with Oregon's Goal 9 requirements for adequate employment land capacity, estimating demand from market trend opportunities of employment land types, substantially delinked from the population forecast. It should address Goal 9 requirements to analyze land supply and demand by employment land type and to analyze supply and demand by site size for each land type.
- Regional growth capacity strategy – Metro should lead work to prepare a market-responsive regional land-supply strategy to meet industrial demand in suitable locations. This work should be completed to inform the next UGR. It should include analysis and recommendations for industrial land readiness funding and Urban Reserves expansion in market-responsive locations. Current inventory gaps include predominant demand for 10+ acre sites and lack of capacity in near interstate highways or multimodal freight infrastructure. Additionally, cities and counties lack financial resources to overcome development barriers on sites in the existing industrial land supply.

<u>Commercial</u>

Commercial employment forecast appears to be reasonable, but the UGR is missing key details on office/retail/institution sector allocations and resulting demand that are needed to make an informed decision.

Please consider adjusting the commercial land supply analysis and methodology. Metro's backcasting redevelopment probability discount rates drastically reduces commercial development capacity. The proforma financial feasibility methodology is biased towards residential development, which does not adequately account for a residential/commercial split based on recent development trends. Finally, the methodology does not account for intensification of existing businesses/buildings. In the face of increased demand, businesses will add employees/shifts, expand hours and otherwise use existing building space more efficiently and increase productivity without increasing land demand.

The underestimating of commercial land capacity leads to the erroneous conclusion that the region has a deficit of commercial land.

<u>Sherwood West</u>

The UGR needs additional information on how the expected residential, industrial and commercial capacity increases in the Sherwood West area will help meet regional needs.

Generally, the city of Portland is a proponent of infill and redevelopment within the UGB and bases considerations about UGB expansions on their ability to promote urban growth patterns that fulfill the regional policy objectives of equity, housing affordability, economic opportunity and reducing carbon emissions. Those considerations include UGB expansions that:

- Promote and accommodate housing options that include middle housing and higher density multi-dwelling and/or mixed use developments;

- Address the regional need for affordable housing for a wide range of households;
- Create a land use pattern (20+ units per acre) that can be cost effectively served by transit and active transportation; and
- Accommodate large site industrial uses with protections in place to prevent conversion to non-industrial uses.

As proposed, the Sherwood West concept plan does not meet these criteria. The housing element is low-density, expensive housing with minimal opportunities for middle housing with no affordable housing strategy and will not serve the region's future housing needs or address its affordability challenge. The commercial development in the form of wine country hospitality (with no supporting plan to provide affordable housing for workers) is inappropriate to meet the regional commercial land needs. The employment area is promising but various references to "mixed" employment raise concern that the large lot industrial opportunity will not come to fruition. The employment area should be designated on Metro's Title 4 map as a Regionally Significant Industrial Area and not subject to conversion or leakage to commercial uses. Finally, the concept plan lacks an equity analysis and any discussion on how it can address racial income disparities in the region.

Equity analysis

Metro's equity analysis is limited to a look back at UGB expansion areas in Happy Valley and Bethany. These case studies lack comparison to the region as a whole and consideration of household income levels and are not representative of or informative as to how this analysis reflects a regional perspective.

There is no equity analysis of the regional forecast and land capacity analysis – both in terms of housing and employment opportunities. Nor is there any equity analysis of the Sherwood West expansion area and how it can address racial income disparities in the region.

Miriam Hanes

From: Eryn Kehe
Sent: Thursday, August 22, 2024 8:36 AM
To: Miriam Hanes
Subject: Fwd: BPS comments on the draft UGR
Attachments: Metro Urban Growth Report BPS comments 08.21.24.pdf

Miriam,

More UGR comments.

Eryn Deeming Kehe, AICP
She / her
Urban Policy and Development Manager
Metro

From: Armstrong, Tom <[redacted]>
Sent: Wednesday, August 21, 2024 5:21:23 PM
To: Catherine Ciarlo <[redacted]>; Malu Wilkinson <[redacted]>; Eryn Kehe <[redacted]>; Ted Reid [redacted]; Josh Harwood [redacted]
Cc: Kountz, Steve [redacted]; Diefenderfer, Patricia [redacted] Emerald Bogue <[redacted]>; Bouillion, Tom <[redacted]>
Subject: [External sender]BPS comments on the draft UGR

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

Thank you for the opportunity to meet and provide feedback on the draft UGR. As a follow up to our recent meeting, we would like to share these summary comments to help inform your COO recommendation. Also attached is additional detailed feedback on specific topics.

BPS' feedback is focused on the broader policy implications of growth projections beyond the implications for the pending UGB expansion proposal. Our request is that Metro consider those broader policy implications for the region in terms of how we expect to grow in a way that is equitable and meets other regional goals, such as housing affordability, equitable economic opportunity and reducing carbon emissions, when considering its recommendations to the Metro Council.
Overarchingly, by basing the regional forecast on national forecasts, the UGR is missing the important context that, historically, Oregon has grown faster than the nation and the Portland region has grown faster than the state.

While we agree that population will grow slower than in the past, we are concerned that the Metro forecast is too low, which will affect planning for housing that will result in insufficient housing capacity that will continue to exacerbate our housing affordability challenges. Metro should select the Strong Urban Market housing mix with a high population/household forecast to ensure that future growth

patterns reinforce the goals to have compact development and provide a wide range of housing types to accommodate changing socio-economic demographic factors. This scenario best fits the expected trends for older, smaller households. It also addresses affordability concerns – the future need will be for multi-dwelling and middle housing units. Eighty-one (81%) of future households will be financially challenged or unable to purchase homes with current median sales price at roughly $550,000. Metro can select this scenario without creating the need for a massive UGB expansion by adjusting the redevelopment rate in the development capacity model (see attached detailed comments).

The consequence of not planning for population growth is that it will likely constrain the state and region's economic growth. The assumption that that lower population growth will mean slower economic growth because access to labor will be the constraining factor will serve as a constraint to future economic growth and expansion. Given post-Covid trends, we know that the workforce and capital are mobile. If the region has the land capacity for businesses to expand then workers will migrate to the region. If the region does not have the land capacity, then economic growth will be constrained. The Oregon Office of Economic Analysis proscribes a similar practice (page 32) - Oregon's economic condition heavily influences the state's population growth. It is economy that determines the ability to retain existing work force as well as attract job seekers.
Similarly, our concern is low industrial job projections could also serve to constrain economic development potential in the state and the region over the longer term. Projecting low industrial employment and identifying an "oversupply" of industrial land could undermine longstanding city and regional efforts to make investments (brownfield clean up and infrastructure investment) that will make industrial land ready for development. The message that the region has an abundant supply of industrial land could dissuade decisionmakers and leaders from difficult decisions and prioritizing the investments needed to realize that economic opportunity. The net result will be a lack of middle wage job opportunities that will advance city and regional equity and climate goals. The UGR assumptions for industrial job growth vary widely relative to regional growth trends and State of Oregon employment projections. The UGR comes to the opposite conclusion of the private market, which has found inadequate industrial land supply since around 2015, as evident in the region's low industrial vacancy rates and rising rents and land values of the last decade. As it relates to the commercial land supply, Metro's redevelopment probability discount rates and a bias towards residential development drastically reduces the commercial development capacity. For example, Metro finds that Portland has 34 acres of commercial capacity, whereas BPS' analysis finds that figure to be 500 acres.

Generally, the city of Portland is a proponent of infill and redevelopment within the UGB and bases considerations about UGB expansions on their ability to promote urban growth patterns that fulfill the regional policy objectives of equity, housing affordability and reducing carbon emissions. Those considerations include UGB expansions that:

- Promote and accommodate housing options that include middle housing and higher density multi-dwelling and/or mixed-use development;
- Address the regional need for affordable housing for a wide range of households;
- Create a land use pattern (20+ units per acre) that can be cost effectively served by transit and active transportation; and
- Accommodate large site industrial uses with protections in place to prevent conversion to non-industrial uses.

As proposed, the Sherwood West concept plan does not meet these criteria. The housing element is low-density, expensive housing with minimal opportunities for middle housing and no affordable housing strategy and will not serve the region's future housing needs or address our affordability challenge. The commercial development in the form of wine country hospitality (with no supporting plan to provide affordable housing for workers) is inappropriate to meet the regional commercial land needs. The employment area is promising but various references to "mixed" employment raise concern that the large lot industrial opportunity will not come to fruition. The employment area should be designated on Metro's Title 4 map as a Regionally Significant Industrial Area and not subject to conversion or leakage to commercial uses. Finally, the concept plan lacks an equity analysis and any discussion on how it can address racial income disparities in the region.

The Urban Growth Report (UGR) is an opportunity to frame future regional planning discussions such as the regional housing production strategy, a refresh of the 2040 Growth Concept, and a needed regional discussion on economic development land needs that go beyond the technology sector.

We look forward to continuing this discussion.

Tom Armstrong, Supervising Planner
he/him
City of Portland Bureau of Planning and Sustainability
[redacted]

The City of Portland is committed to providing meaningful access. For accommodations, modifications, translation, interpretation or other services, please contact at [redacted] or use City TTY [redacted].

-----Original Appointment-----
From: Metro Planning, Development and Research Calendar <[redacted]>
Sent: Wednesday, July 24, 2024 1:50 PM
To: Metro Planning, Development and Research Calendar; Emerald Bogue; Kountz, Steve; Armstrong, Tom; Bouillion, Tom; Catherine Ciarlo; Wilkinson, Malu; Eryn Kehe; Ted Reid; josh.harwood; Dennis Yee; David Tetrick; Diefenderfer, Patricia
Subject: UGB follow up (Port/Metro/City of Portland)
When: Tuesday, August 6, 2024 2:30 PM-3:30 PM (UTC-08:00) Pacific Time (US & Canada).
Where: Teams/virtual

Thank you for making time for this meeting to follow up on draft Urban Growth Report technical questions. (Adding Patricia Diefenderfer to this meeting per Catherine's request.)
Below is a draft agenda:

- Welcome and introductions
- Project schedules
  - Growth management schedule
  - 2040 Future Vision schedule
  - Distributed forecast schedule

- City of Portland and Port concerns
- Next steps

Kind regards,
Lisa Hunrichs (she, her)
Executive Assistant to the Director and Deputy Director
Metro Planning, Development, and Research
Cell: [redacted]

Miriam Hanes

From: Ted Reid
Sent: Friday, April 5, 2024 3:26 PM
To: [redacted]
Cc: 2040
Subject: RE: Sherwood West

Hi Dave,
You are correct that the City of Sherwood has submitted a proposal for adding the Sherwood West urban reserve to the urban growth boundary. I can't speculate on what the Metro Council's decision will be. Under state law, they can only add land to the UGB if there is a demonstrable regional need for it. We have not yet completed that analysis, which will be released in draft form in late June. Sorry I can't be of more assistance at this time.

Thanks,
Ted

Ted Reid
Principal Regional Planner
Planning, Development and Research Department

Metro | oregonmetro.gov
600 NE Grand AVE
Portland, OR 97232-2736

[redacted]

From: Dave Balfour <[redacted]>
Sent: Thursday, April 4, 2024 4:13 PM
To: 2040 <[redacted]>
Subject: [External sender]Sherwood West

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

Good afternoon,

I am working with the City of Sherwood and Clean Water Services on some land valuations in the Sherwood West expansion area.

It is my understanding that Sherwood is submitting to Metro the Sherwood West concept plan (attached) to Metro in a request for UGB expansion this year (2024).

I am hoping to report in my appraisal the likelihood or probability of Metro expanding UGB. I understand nothing is definitive, but I also want to know if there is a strong chance that the UGB expansion could be denied.

Thanks for your time. Feel free to call.

Dave

David E. Balfour, MAI
President, Portland Valuation Group, Inc.
Certified General Appraiser
Phone: [redacted]
[redacted], Sherwood, OR 97140

DOING BUSINESS AS:



THE VALUATION GROUP
[redacted]
Sherwood, Oregon 97140
Voice: [redacted] [redacted]

Metro Council
600 NE Grand Ave
Portland, OR 97232

August 20, 2024

Re: Sherwood West Concept Plan Proposal

To Whom It May Concern:

My name is David Balfour, and I am a Commercial Real Estate Appraiser and am also a resident of Sherwood. As such, I would like to document my **support** to approve the Sherwood West Concept Plan as proposed by the Sherwood Planning Department as both a commercial real estate expert and a community member.

As an appraiser and investor, the Sherwood market has historically exhibited extremely limited employment land supply. While performing appraisal work and comparing real property sales in Sherwood, Tualatin, Wilsonville, Hillsboro, Beaverton, and other communities, it is consistently evident that Sherwood is the most constrained in terms of land supply as well as building supply. This creates barriers to market entry for tenant business owners. As an appraiser and investor, I believe my experience in these markets qualify me to understand the supply and demand constraints as well as the economic opportunity for the community of Sherwood (and the Portland Metropolitan Area as a whole). It should be noted that I have been monitoring the following potential expansion areas outside of Sherwood West:

- While there are lands in Hillsboro that were approved for industrial expansion, I personally have worked on +/-30 projects in that area over the past 18 months and know that every parcel is spoken for by a developer or users (all the way out to Jackson School Road where the UGB boundary lies). Thus, Hillsboro does not provide a substantive supply relief option.
- North Plains voters rejected expansion plans in May 2024, again providing no relief to the Portland Metropolitan area's industrial land shortage.
- On the east side, there are many transportation projects and funding constraints preventing parcels along Highway 212 from development based upon information I have gathered from multiple appraisal assignments. Again, the east side of Interstate 5 does not provide substantive supply relief options.
- Furthermore, it is frustrating to watch the growth that Vancouver and Clark County are experiencing (and benefiting) from our businesses and companies relocating across the Willamette River for a variety of reasons including supply constraints. While that Southwest Washington submarket is soaring, the Portland Metropolitan area is losing business, jobs, and tax revenue which I believe can be partially offset by suburban land supply creation in Sherwood West.

THE VALUATION GROUP
[redacted]
Sherwood, Oregon 97140
Voice: [redacted] [redacted]

- I want to point out that supply is constrained with hardly any fully served industrial sites. I was shocked to recently observe offers on a property that would take +/-5 years to simply perform site work (grading and utilities) to bring online for building construction.

Similarly, Sherwood has a shortage of residential housing supply which results in the available supply being significantly priced (upward pressure) and therefore unaffordable to many. I am a paid SSD employee (Football Coach) and volunteer on the Sherwood Youth Football Association Board where I hear from many parents that home pricing in Sherwood is extreme and prevents friends and family from moving to the area. Considering the planning and positioning of the Sherwood School District (which is one of the best in the state) to provide facilities that can accommodate substantive student growth, as well as surrounding lands that can support residential development, it is critical to increase residential land supply to maximize the Sherwood School District facilities and alleviate residential housing price affordability.

Lastly, and most critically, the recent roadway infrastructure improvements at two of Sherwood primary intersections (Sunset Blvd/Elwert Rd/Highway 99W and Roy Rogers Rd/Tualatin-Sherwood Rd/Highway 99WW) as well as the commuting routes of Roy Rogers Road and Tualatin-Sherwood Road, position both employment and residential users to benefit from urban expansion areas.

In closing, I believe that the community is well positioned from an infrastructure standpoint to support these expansion plans. Furthermore, expansion as proposed will strengthen the existing community and provide a highly desirable opportunity to work/live for the Portland Metropolitan area.

Therefore, I urge the Metro Council to approve the Sherwood West Concept Plan as proposed. Thank you for reading my testimony, your consideration of this matter is very much appreciated.

Sincerely,

David E. Balfour, MAI
[redacted]
Sherwood, OR 97140
Email: [redacted]
[redacted]

Miriam Hanes

From: Dave Balfour <[redacted]>
Sent: Tuesday, August 20, 2024 1:23 PM
To: Metro 2040
Subject: [External sender]Sherwood West Concept Plan Proposal - Written Testimony
Attachments: Dave Balfour Written Testimony.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hello,

Please see my written testimony regarding the Sherwood West Concept Plan Proposal. Let me know if you have any questions or need additional information.

David E. Balfour, MAI
The Valuation Group
[redacted]
Sherwood, Oregon 97140
P: [redacted]
This message was sent via voice text. Please forgive typographical errors.

Miriam Hanes

From: Brittni Beers <[redacted]>
Sent: Thursday, August 15, 2024 6:19 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Opposition to Sherwood West UGB Expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Brittni Beers-Branco

Sent from my iPhone

Miriam Hanes

From: Hella Betts <[redacted]>
Sent: Friday, January 26, 2024 11:08 AM
To: 2040
Subject: [External sender]Metro decision on a UGB expansion request end of this year (2024) Sherwood, OR

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good Morning Metro:

As a property owner of 13 acres on 19945 & 19525 SW Kruger Rd, Sherwood, Or - outside of the UGB, I strongly support to be included in the UGB. We are directly behind the new Sherwood High School with a "turn around intersection of Elwert and Kruger which causes traffic going from Newberg to Hillsboro. The congestion from the High School Literally makes the case for growth, road improvement, local businesses so students do not have to use cars to cross 99W. Sherwood is the "gateway to the coast and wine country" it would be SAD to be like Tigard and just be a "drive though".

This also could be a promotion advertising to come to "OREGON as a DESTINATION".

Thank you,
Hella Betts
[redacted]
Sherwood, OR 97140

August 9, 2024

Metro Councilor Christine Lewis
(via email)

Dear Councilor Lewis:

I am writing on behalf of the Borland Property Owners Association, which represents owners located along I-205 and south of the Tualatin River (map attached) – and which has been in "Urban Reserves" for many years. It is part of the largest area within Metro's boundary that is Urban Reserves, and it is the only formerly Tier 1 Urban Reserve not yet within a UGB. Our comments focus on the need for housing, recognizing that there also is a significant market need for business/industrial land.

Metro's Draft Urban Growth Report (DUGR) as presented to Council is not merely a statistical exercise. It is in fact a package of major policy decisions that should be rigorously discussed by the Council in open, regularly scheduled Council meetings and only after that voted upon.

The DUGR appears against a backdrop of what is widely described as a housing crisis: A shortage of tens of thousands of units of housing that is affordable to working Oregonians, as well as a severe shortage of housing accessible with either direct or indirect subsidies.

In summary, we have a large supply-demand imbalance. Lack of supply has driven Portland-area costs well above comparably sized, successful cities. For example, based on National Association of Realtors sale price data from Q1 2024 (attached):

- Charlotte, North Carolina, is about 10% larger than Portland but its housing costs are about 20% less.
- Pittsburgh is of comparable size and its housing costs are about 42% of those of Portland.
- Even Phoenix, Arizona, is nearly twice Portland's size by population and yet its housing costs are about 10% less.

All these areas are prosperous, desirable places to live – and are more affordable than Metro Portland.

This crisis prompted Metro to go to the ballot and get approval for an income tax to pay for housing subsidies, and it has prompted the Legislature and Governors to collaborate on passage of major housing measures in recent years.

And yet there has been little movement of Metro-controlled urban growth boundaries, the most tangible means by which Metro can increase the supply of legally buildable land and by doing so mitigate costs. If we really are in the midst of a housing crisis, then moving UGBs should be part of the action plan to counter it.

[redacted] Portland, Oregon 97229 [redacted] · [redacted]

Our problem has become a negative flywheel feeding on itself: Excessive costs discourage in-migration necessary to make up for the macro trend of an aging native population, primarily driven by the Baby Boom generation and decreasing family sizes among following generations. An aging population leads toward economic stagnation and limited opportunity for the working-age population.

While Metro cannot realistically change the macro aging trend among the native population, in-migration is well within Metro's policy influence. It is not merely a matter of picking a high, medium, or low in-migration projection. *The policy choice before the Metro Council is whether to encourage in-migration*. It can do so by greatly expanding the supply of housing land.

The DUGR also makes highly questionable assumptions about acceptable density. While noting that younger people are willing or even desire to live in dense multifamily housing, it fails to note that many of today's 20-somethings soon will be 30-somethings with young families seeking single-family homes with a yard. If Metro expands UGBs now, then the housing they likely will desire could be reasonably available within 10 years.

The report also notes increasing amounts of dense or attached single-family housing such as multistory townhouses, and projects proportionately more such housing *without acknowledging the growing need of the older component of the population for single-level housing*.

Metro has a responsibility to meet these needs, which cannot be met entirely by infill and redevelopment. It cannot meet its responsibility to provide for sufficient legally developable land by merely ratifying a report that, despite its earnest statistical analysis, is a series of guesses tilted toward a slow- or no-growth policy choice.

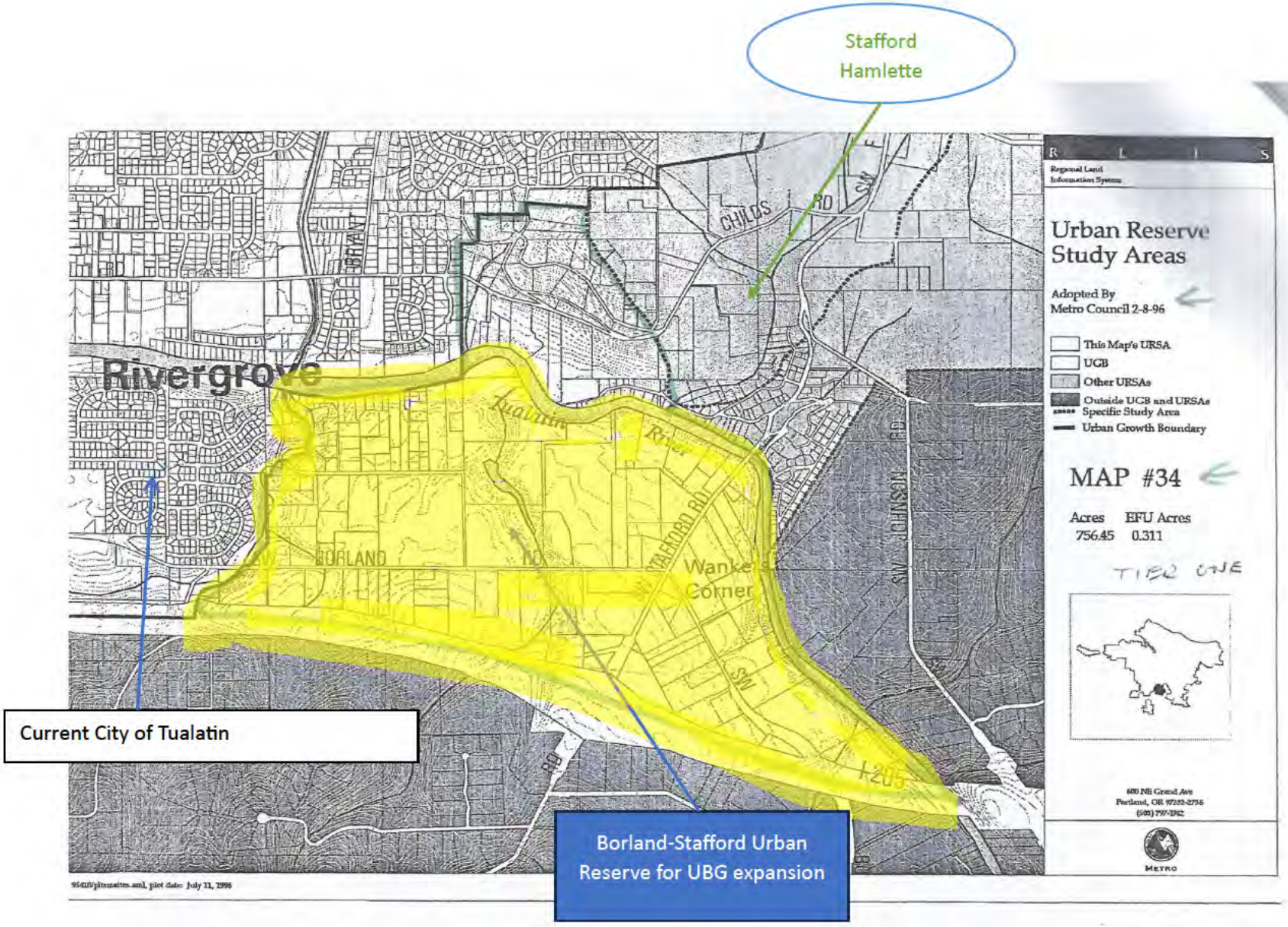
Borland can be part of the solution and help Metro meet its statutory responsibility. Based on consultation with civil engineers and developers over many years, we are confident that the developable acreage in Borland easily could accommodate approximately 1,500 units of mixed types of housing, along with an adequate supporting retail center. Its existing access to I-205 and major arterials, with improvements, make it an ideal location from which to commute to jobs along the I-205 and I-5 corridors.

To have the deepest, broadest impact on metropolitan Portland's shortage of both housing and industrial land, Metro must make bold policy decisions like bringing Borland out of Reserves and into a developable UGB.

Best regards,



Tom Holt
for Borland Property Owners Association


Stafford
Hamlette
Rivergrove
Tualatin River
BORLAND RD
Wanker Corner
CHILDS RD
SW
Urban Reserve
Study Areas
Adopted By
Metro Council 2-8-96
This Map's URSA
UGB
Other URSAs
Outside UGB and URSAs
Specific Study Area
Urban Growth Boundary
MAP #34
Acres EFU Acres
756.45 0.311
TIER ONE
Current City of Tualatin
Borland-Stafford Urban
Reserve for UBG expansion

Page 64

National Association of REALTORS®
Median Sales Price of Existing Single-Family Homes for Metropolitan Areas

CBSA Code	Metropolitan Area	2021	2022	2023 r	2023 I	2023 II	2023 III	2023 IV r	2024 I p	Q1-Q1 %Chya
					(Not Seasonally Adjusted, 000s)					
	U S	357 1	392 8	394 1	371 0	402 5	406 3	391 3	389 4	5 0%
	NE	394 1	426 0	444 4	394 1	452 6	467 7	441 0	437 6	11 0%
	MW	263 3	281 9	290 8	263 6	301 2	304 6	282 3	283 1	7 4%
	SO	317 5	359 5	362 0	345 9	367 6	367 9	359 4	357 3	3 3%
	WE	558 8	617 1	602 6	559 3	609 5	623 2	609 3	600 3	7 3%
40980	Saginaw, MI	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
41940	San Jose-Sunnyvale-Santa Clara, CA	1640 0	1797 8	1765 0	1618 4	1800 0	1850 0	1750 3	1840 0	13 7%
11244	Anaheim-Santa Ana-Irvine, CA	1099 0	1235 0	1260 0	1195 5	1250 0	1305 0	1299 5	1365 0	14 2%
41860	San Francisco-Oakland-Hayward, CA	1320 0	1350 0	1272 5	1140 0	1335 0	1300 0	1251 0	1300 0	14 0%
46520	Urban Honolulu, HI	996 2	1126 7	1055 9	1029 0	1060 7	1061 9	1069 4	1085 8	5 5%
41740	San Diego-Carlsbad, CA	830 0	911 0	931 2	880 0	942 4	978 5	931 6	981 0	11 5%
42020	San Luis Obispo-Paso Robles, CA	762 1	889 3	888 6	850 2	890 9	889 9	912 1	909 3	7 0%
37100	Oxnard-Thousand Oaks-Ventura, CA	980 2	896 9	903 3	844 8	904 9	921 5	916 8	908 7	7 6%
41500	Salinas, CA	886 6	899 2	933 4	863 9	915 6	945 3	993 9	899 2	4 1%
34940	Naples-Immokalee-Marco Island, FL	645 0	782 0	790 0	777 0	850 0	770 0	755 0	850 0	9 4%
31084	Los Angeles-Long Beach-Glendale, CA	801 3	849 4	833 4	746 8	789 4	897 6	884 4	823 0	10 2%
14500	Boulder, CO	782 7	857 8	857 2	836 9	871 2	857 8	849 4	822 4	-1 7%
42660	Seattle-Tacoma-Bellevue, WA	698 6	756 2	735 0	699 3	760 8	744 3	732 2	755 3	8 0%
14460	Boston-Cambridge-Newton, MA-NH	642 2	685 6	714 0	644 4	734 2	745 1	704 7	704 7	9 4%
12700	Barnstable Town, MA	617 8	683 0	715 4	672 7	711 5	731 0	737 8	701 7	4 3%
35004	Nassau County-Suffolk County, NY	635 1	670 8	683 5	653 2	673 4	702 3	696 6	695 9	6 5%
35614	New York-Jersey City-White Plains, NY-NJ	535 8	589 2	623 9	560 2	608 8	650 5	659 2	663 1	18 4%
35620	New York-Newark-Jersey City, NY-NJ-PA	561 0	607 6	636 9	577 3	629 0	665 0	659 3	659 2	14 2%
14860	Bridgeport-Stamford-Norwalk, CT	630 0	657 7	694 1	600 7	722 4	728 5	681 9	658 1	9 6%
19740	Denver-Aurora-Lakewood, CO	607 1	670 1	661 0	636 1	674 5	673 0	652 3	651 0	2 3%
42140	Santa Fe, NM	535 5	610 3	638 7	608 7	641 0	669 4	629 7	631 1	3 7%
33100	Miami-Fort Lauderdale-West Palm Beach, FL	480 0	557 5	593 0	560 0	605 0	602 5	600 0	625 0	11 6%
35084	Newark, NJ-PA	512 3	563 3	621 7	513 4	635 6	672 7	628 4	610 1	18 8%
39900	Reno, NV	531 8	596 6	585 8	535 8	585 8	608 0	599 0	605 9	13 1%
22660	Fort Collins, CO	514 3	610 0	611 2	590 4	628 9	622 1	586 1	604 5	2 4%
47900	Washington-Arlington-Alexandria, DC-VA-MD-WV	544 3	585 0	602 7	557 2	629 0	612 6	591 7	600 2	7 7%
40140	Riverside-San Bernardino-Ontario, CA	510 0	565 0	565 0	550 0	570 0	565 0	565 5	579 9	5 4%
38900	Portland-Vancouver-Hillsboro, OR-WA	536 4	591 0	584 8	556 8	599 4	593 4	579 4	574 0	3 1%
41100	St George, UT	462 7	583 2	537 6	512 2	548 0	541 9	541 6	554 8	8 3%
41620	Salt Lake City, UT	486 1	569 1	542 2	522 7	546 9	554 5	541 0	551 2	5 5%
40900	Sacramento--Roseville--Arden-Arcade, CA	500 0	540 0	527 1	500 0	530 0	542 0	535 0	533 9	6 8%
38860	Portland-South Portland, ME	418 1	473 0	505 1	462 8	538 7	528 0	495 5	512 4	10 7%
35840	North Port-Sarasota-Bradenton, FL	405 0	505 6	510 0	500 0	525 0	515 0	499 9	510 0	2 0%
31700	Manchester-Nashua, NH	412 6	466 0	485 3	441 9	489 5	505 6	486 8	508 4	15 0%
39340	Provo-Orem, UT	475 7	569 1	510 5	492 6	520 3	532 7	500 9	507 4	3 0%
24540	Greeley, CO	453 0	489 3	484 9	471 7	489 0	491 7	484 5	482 6	2 3%
36260	Ogden-Clearfield, UT	417 8	483 0	475 1	451 9	485 6	481 7	478 6	482 1	6 7%
14260	Boise City-Nampa, ID	468 6	491 6	474 0	440 7	480 8	485 9	478 1	471 5	7 0%
39300	Providence-Warwick, RI-MA	396 1	440 9	460 9	417 0	462 3	480 1	467 5	470 7	12 9%
38060	Phoenix-Mesa-Scottsdale, AZ	415 4	477 9	459 6	439 7	464 2	467 2	466 5	470 5	7 0%
12420	Austin-Round Rock, TX	488 6	555 4	481 2	467 9	496 3	485 7	466 4	466 7	-0 3%
29820	Las Vegas-Henderson-Paradise, NV	397 0	466 4	450 4	431 4	449 6	460 6	459 6	465 4	7 9%
21660	Eugene, OR	417 1	463 9	465 4	451 0	475 4	476 9	450 4	462 7	2 6%
20524	Dutchess County-Putnam County, NY	397 0	431 8	440 3	397 0	434 7	460 1	457 0	454 1	14 4%
48900	Wilmington, NC	355 3	410 1	441 5	416 5	439 4	456 5	447 5	453 7	8 9%
15540	Burlington-South Burlington, VT	389 2	442 2	471 1	429 5	486 5	478 1	468 9	448 9	4 5%
17820	Colorado Springs, CO	432 9	463 4	460 4	444 7	467 1	466 3	459 3	448 8	0 9%
41420	Salem, OR	411 1	451 7	452 7	453 7	451 0	456 2	449 7	446 0	-1 7%
31540	Madison, WI	361 5	392 7	417 9	397 9	429 2	428 3	403 7	445 3	11 9%
11700	Asheville, NC	378 6	426 9	456 6	435 2	456 0	463 5	466 6	444 7	2 2%
11460	Ann Arbor, MI	348 8	373 8	435 3	398 0	485 0	448 0	410 0	440 9	10 8%
20500	Durham-Chapel Hill, NC	397 9	453 6	468 3	412 6	495 5	483 2	460 0	440 9	6 9%
39580	Raleigh, NC	392 8	455 3	459 9	420 0	471 6	478 6	461 2	439 8	4 7%
30860	Logan, UT-ID	364 2	441 6	431 7	441 9	440 6	421 0	424 3	436 1	-1 3%
42680	Sebastian-Vero Beach, FL	325 0	375 0	387 5	384 0	412 0	373 4	385 0	435 8	13 5%
36740	Orlando-Kissimmee-Sanford, FL	356 9	420 0	434 0	419 9	435 0	436 5	442 0	435 0	3 6%
49340	Worcester, MA-CT	371 7	409 1	436 6	387 6	452 0	456 5	434 3	430 9	11 2%
28420	Kennewick-Richland, WA	380 9	440 3	428 4	425 4	428 9	433 6	422 8	426 9	0 4%
38940	Port St Lucie, FL	332 0	400 0	409 9	391 5	410 0	413 6	420 0	425 0	8 6%
40060	Richmond, VA	342 8	374 0	393 0	362 3	395 0	401 7	412 8	425 0	17 3%
16700	Charleston-North Charleston, SC	375 2	416 1	423 2	406 0	430 2	421 5	429 0	421 4	3 8%

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	Metropolitan Area	2021	2022	2023 r	2023 I	2023 II	2023 III	2023 IV r	2024 I p	Q1-Q1
					(Not Seasonally Adjusted, 000s)					%Chya
15980	Cape Coral-Fort Myers, FL	360 0	430 0	420 0	434 0	439 0	405 0	400 0	415 0	-4 4%
11260	Anchorage, AK	380 6	408 4	423 9	395 6	441 0	437 2	400 8	412 0	4 1%
28740	Kingston, NY	346 6	379 7	401 1	358 9	394 5	427 1	421 8	411 1	14 5%
23420	Fresno, CA	370 0	410 0	410 0	390 0	420 0	420 0	405 0	410 0	5 1%
23580	Gainesville, GA	345 0	393 9	401 5	383 5	420 4	401 5	398 7	405 8	5 8%
44060	Spokane-Spokane Valley, WA	382 1	423 9	412 7	383 4	424 4	433 2	397 6	405 4	5 7%
45300	Tampa-St Petersburg-Clearwater, FL	330 0	400 0	405 0	390 0	409 9	415 0	410 0	405 2	3 9%
34980	Nashville-Davidson--Murfreesboro--Franklin, TN	349 5	403 7	401 5	385 8	401 3	413 6	405 3	404 3	4 8%
18880	Crestview-Fort Walton Beach-Destin, FL	384 1	420 0	410 0	400 0	432 0	407 0	394 6	399 0	-0 2%
16740	Charlotte-Concord-Gastonia, NC-SC	354 1	397 7	398 0	387 2	403 1	406 9	395 1	398 3	2 9%
17020	Chico, CA	419 8	439 6	409 2	387 4	412 9	424 7	407 0	397 0	2 5%
27260	Jacksonville, FL	325 0	386 5	389 4	370 0	390 9	390 0	392 7	390 0	5 4%
46060	Tucson, AZ	331 2	371 9	377 1	362 6	383 3	381 6	378 8	389 7	7 5%
12580	Baltimore-Columbia-Towson, MD	358 1	378 2	388 6	357 8	399 8	406 3	383 9	385 0	7 6%
45940	Trenton, NJ	353 7	367 8	398 8	338 8	409 4	434 2	419 7	380 4	12 3%
39460	Punta Gorda, FL	315 0	388 9	375 0	378 0	380 0	374 4	371 0	379 8	0 5%
19100	Dallas-Fort Worth-Arlington, TX	336 7	385 5	381 9	372 4	389 8	385 7	376 2	377 7	1 4%
33460	Minneapolis-St Paul-Bloomington, MN-WI	354 8	375 4	379 9	361 5	386 7	387 9	374 0	373 5	3 3%
12020	Athens-Clarke County, GA	293 1	349 4	369 8	349 9	385 4	366 9	371 7	372 9	6 6%
12540	Bakersfield, CA	323 2	364 6	370 4	358 9	371 9	383 3	367 3	370 3	3 2%
37340	Palm Bay-Melbourne-Titusville, FL	305 0	356 4	359 0	350 0	360 0	365 0	360 0	370 0	5 7%
12060	Atlanta-Sandy Springs-Marietta, GA	317 2	365 1	370 0	354 3	376 5	379 2	366 9	369 2	4 2%
34820	Myrtle Beach-Conway-North Myrtle Beach, SC-NC	294 0	364 3	366 5	368 4	368 3	366 7	362 5	366 1	-0 6%
35300	New Haven-Milford, CT	300 0	339 0	356 9	314 8	365 8	373 1	363 7	364 9	15 9%
19660	Deltona-Daytona Beach-Ormond Beach, FL	290 0	349 9	355 0	345 0	355 0	357 0	362 4	360 0	4 3%
23540	Gainesville, FL	299 6	340 0	354 0	335 5	366 0	360 0	344 0	354 4	5 6%
33340	Milwaukee-Waukesha-West Allis, WI	319 0	345 3	372 4	339 6	387 4	386 1	359 0	354 0	4 2%
16940	Cheyenne, WY	320 6	354 7	360 9	341 2	363 2	376 1	359 4	351 7	3 1%
28940	Knoxville, TN	279 0	325 1	341 3	323 0	342 4	350 6	346 9	351 2	8 7%
37460	Panama City, FL	298 5	353 6	365 0	365 0	370 0	366 6	361 9	351 0	-3 8%
25540	Hartford-West Hartford-East Hartford, CT	297 8	325 8	355 9	314 9	357 8	375 1	358 2	350 4	11 3%
16980	Chicago-Naperville-Elgin, IL-IN-WI	330 4	345 6	351 2	321 0	362 6	365 1	343 3	349 3	8 8%
22220	Fayetteville-Springdale-Rogers, AR-MO	271 2	329 2	346 9	328 8	356 0	349 3	347 5	342 7	4 2%
37980	Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	305 0	333 1	349 8	315 3	352 9	368 5	353 5	342 5	8 6%
10740	Albuquerque, NM	292 5	336 6	353 3	335 2	361 4	363 2	348 7	341 8	2 0%
49420	Yakima, WA	327 1	352 1	350 6	335 7	356 7	354 3	349 6	341 5	1 7%
35980	Norwich-New London, CT	296 0	326 4	345 9	310 1	345 9	361 4	353 9	337 0	8 7%
47260	Virginia Beach-Norfolk-Newport News, VA-NC	285 0	323 9	334 4	313 2	339 7	344 5	335 0	336 5	7 4%
26420	Houston-The Woodlands-Sugar Land, TX	304 1	345 0	340 3	327 0	348 3	345 6	336 6	334 1	2 2%
44140	Springfield, MA	287 5	318 1	336 2	296 0	336 0	355 1	337 8	333 7	12 7%
29460	Lakeland-Winter Haven, FL	270 0	335 0	334 4	329 0	335 9	335 0	335 6	333 3	1 3%
40340	Rochester, MN	291 2	319 0	319 8	303 8	332 7	315 6	316 5	331 3	9 1%
12100	Atlantic City-Hammonton, NJ	293 3	319 2	318 5	288 7	317 5	336 9	328 8	330 9	14 6%
17860	Columbia, MO	255 0	288 9	304 1	290 6	310 1	316 4	294 8	329 0	13 2%
24860	Greenville-Anderson-Mauldin, SC	279 1	322 3	335 5	310 0	333 9	340 4	351 8	326 9	5 5%
24340	Grand Rapids-Wyoming, MI	267 7	297 7	317 8	290 5	330 3	329 4	309 2	325 4	12 0%
20100	Dover, DE	283 8	304 1	318 0	294 7	323 3	333 4	313 6	323 6	9 8%
10900	Allentown-Bethlehem-Easton, PA-NJ	266 4	297 2	326 6	298 0	330 7	338 2	325 1	321 8	8 0%
43620	Sioux Falls, SD	269 5	314 3	325 9	286 1	341 4	333 6	322 5	321 3	12 3%
15500	Burlington, NC	250 5	307 8	317 2	304 6	313 2	327 9	320 2	320 9	5 4%
37860	Pensacola-Ferry Pass-Brent, FL	281 0	325 0	324 0	319 9	330 0	325 0	317 3	320 0	0 0%
29540	Lancaster, PA	260 6	292 1	313 7	279 7	318 8	327 8	320 5	318 3	13 8%
39380	Pueblo, CO	286 7	305 3	308 5	312 4	307 0	309 5	304 7	314 8	0 8%
26620	Huntsville, AL	280 4	324 9	324 2	313 6	324 3	325 2	333 5	313 9	0 1%
28140	Kansas City, MO-KS	279 2	309 5	320 1	291 0	333 9	328 8	315 8	308 6	6 0%
18140	Columbus, OH	274 1	301 1	312 7	284 7	327 5	323 4	307 1	306 6	7 7%
41700	San Antonio-New Braunfels, TX	291 2	337 7	326 8	320 5	334 1	332 1	315 7	305 8	-4 6%
45220	Tallahassee, FL	273 7	310 0	323 3	305 0	332 0	326 2	322 0	305 0	0 0%
27740	Johnson City, TN	231 5	263 6	288 4	253 9	294 3	301 5	292 5	302 9	19 3%
16860	Chattanooga, TN-GA	255 3	290 0	296 2	281 8	297 4	313 1	293 2	302 3	7 3%
26980	Iowa City, IA	258 1	277 8	292 5	271 6	297 7	301 5	286 7	302 1	11 2%
26900	Indianapolis-Carmel-Anderson, IN	260 5	294 6	305 2	289 3	311 2	316 4	300 1	300 1	3 7%
38340	Pittsfield, MA	302 4	326 0	331 9	287 4	287 4	353 1	349 9	300 0	4 4%
17420	Cleveland, TN	248 7	290 3	301 0	285 3	301 9	322 2	290 3	297 3	4 2%
49180	Winston-Salem, NC	235 6	280 5	289 9	277 0	292 2	299 4	287 8	295 8	6 8%
13820	Birmingham-Hoover, AL	271 2	303 9	301 1	276 5	315 8	310 2	301 9	295 0	6 7%
35100	New Bern, NC	221 9	252 3	281 0	250 5	301 4	282 1	283 8	293 7	17 2%
43900	Spartanburg, SC	235 4	272 3	289 8	278 7	291 1	295 1	294 6	292 7	5 0%
13900	Bismarck, ND	273 7	271 0	277 0	258 5	277 4	293 0	269 6	290 0	12 2%
25180	Hagerstown-Martinsburg, MD-WV	245 4	271 9	286 0	264 4	293 2	289 3	290 7	288 4	9 1%

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					(Not Seasonally Adjusted, 000s)					%Chya
19780	Des Moines-West Des Moines, IA	258 2	274 9	288 0	265 3	296 6	297 6	282 6	288 0	8 6%
24580	Green Bay, WI	234 5	259 4	289 8	257 6	296 4	305 2	282 6	288 0	11 8%
36540	Omaha-Council Bluffs, NE-IA	242 0	272 6	290 0	274 1	297 5	297 8	282 3	286 1	4 4%
36100	Ocala, FL	230 0	280 0	285 0	279 9	287 1	286 0	289 0	285 3	1 9%
11540	Appleton, WI	241 0	263 9	284 6	274 9	284 7	293 3	279 5	284 9	3 6%
43300	Sherman-Denison, TX	254 2	277 1	282 9	256 1	296 2	288 5	285 2	284 6	11 1%
24660	Greensboro-High Point, NC	228 6	270 3	282 4	266 2	287 0	287 7	286 3	283 8	6 6%
30700	Lincoln, NE	245 1	273 1	288 6	275 0	292 7	295 9	286 2	283 0	2 9%
25860	Hickory-Lenoir-Morganton, NC	231 2	257 3	285 4	271 6	284 0	299 2	284 5	282 9	4 2%
22020	Fargo, ND-MN	255 9	283 8	288 9	267 9	300 8	290 2	284 5	282 5	5 4%
10580	Albany-Schenectady-Troy, NY	257 6	279 6	296 6	259 8	296 3	313 2	307 4	281 4	8 3%
17140	Cincinnati, OH-KY-IN	243 4	263 0	282 0	252 2	294 2	293 3	278 2	280 6	11 3%
35380	New Orleans-Metairie, LA	268 1	285 6	275 9	265 2	287 1	281 5	263 3	277 7	4 7%
40220	Roanoke, VA	244 5	267 7	278 2	266 7	284 2	283 1	277 7	276 0	3 5%
22140	Farmington, NM	215 7	248 0	259 7	240 7	251 5	273 8	265 9	274 9	14 2%
39540	Racine, WI	228 2	250 2	262 0	230 4	258 3	272 9	274 9	274 1	19 0%
32820	Memphis, TN-MS-AR	248 7	271 6	274 5	268 6	287 9	280 0	255 8	272 4	1 4%
17900	Columbia, SC	233 2	269 9	273 3	262 8	277 6	276 9	273 0	268 4	2 1%
14540	Bowling Green, KY	236 4	256 5	272 6	249 2	275 8	274 9	283 9	267 2	7 2%
30460	Lexington-Fayette, KY	224 2	242 5	257 8	242 2	261 3	265 1	258 8	267 0	10 2%
18580	Corpus Christi, TX	250 0	273 4	273 7	263 7	274 9	279 5	276 3	266 6	1 1%
19460	Decatur, AL	204 2	234 1	247 0	240 5	245 8	263 1	238 4	262 6	9 2%
31140	Louisville/Jefferson County, KY-IN	235 6	254 2	263 8	246 0	270 9	271 9	262 3	262 0	6 5%
13980	Blacksburg-Christiansburg, VA	250 2	272 2	284 9	255 7	308 4	295 2	271 2	261 6	2 3%
12940	Baton Rouge, LA	249 4	269 2	264 7	262 9	268 6	263 7	262 9	260 0	-1 1%
10180	Abilene, TX	215 4	239 0	240 1	238 2	235 1	253 3	234 6	258 4	8 5%
39740	Reading, PA	216 2	234 0	259 8	231 8	267 5	271 2	261 0	258 0	11 3%
21340	El Paso, TX	200 8	237 1	240 6	224 2	221 8	254 6	261 8	257 7	14 9%
47580	Warner Robins, GA	214 8	239 3	258 4	253 0	254 5	267 6	255 5	257 1	1 6%
27340	Jacksonville, NC	203 8	237 6	258 8	243 5	265 2	265 2	257 8	253 3	4 0%
49620	York-Hanover, PA	221 0	240 8	258 7	242 5	265 8	264 9	256 4	253 1	4 4%
25420	Harrisburg-Carlisle, PA	219 3	239 1	252 6	230 6	250 7	268 2	254 5	252 4	9 5%
36420	Oklahoma City, OK	194 2	223 4	243 8	227 3	247 6	251 2	243 3	251 0	10 4%
28700	Kingsport-Bristol-Bristol, TN-VA	191 4	223 3	255 6	237 8	257 6	261 8	260 3	250 5	5 3%
46140	Tulsa, OK	221 6	242 3	254 3	238 8	262 0	258 7	255 5	250 0	4 7%
23844	Gary-Hammond, IN	223 3	247 1	253 8	236 9	260 9	259 1	254 8	249 3	5 2%
41180	St Louis, MO-IL	226 1	245 3	254 4	231 1	266 2	268 6	243 7	241 1	4 3%
22180	Fayetteville, NC	189 8	217 9	234 0	220 3	239 8	240 1	233 2	240 2	9 0%
19820	Detroit-Warren-Deaborn, MI	245 7	250 9	251 1	227 0	265 3	266 6	241 5	240 0	5 7%
19380	Dayton, OH	193 1	212 3	238 1	206 3	234 8	251 8	240 7	237 5	15 1%
44180	Springfield, MO	198 6	231 9	240 6	225 3	247 0	246 6	238 7	236 9	5 1%
24020	Glens Falls, NY	231 1	245 9	252 6	229 5	225 5	274 3	278 4	236 2	2 9%
30980	Longview, TX	210 5	239 7	240 8	232 5	243 8	245 2	240 6	234 8	1 0%
20260	Duluth, MN-WI	218 9	233 2	254 3	217 7	276 3	263 1	243 4	234 5	7 7%
14010	Bloomington, IL	184 3	208 8	231 5	196 9	239 0	243 4	230 4	233 3	18 5%
23060	Fort Wayne, IN	189 9	214 1	228 3	205 4	236 6	239 3	222 2	232 7	13 3%
22540	Fond du Lac, WI	177 0	190 9	233 9	187 7	243 4	238 6	224 4	232 2	23 7%
31180	Lubbock, TX	206 9	229 8	229 1	222 4	231 7	230 2	230 1	230 4	3 6%
15380	Buffalo-Cheektowaga-Niagara Falls, NY	209 9	230 0	240 5	206 8	236 8	260 6	243 5	229 7	11 1%
36780	Oshkosh-Neenah, WI	192 8	220 2	249 1	218 9	251 4	261 5	248 0	227 2	3 8%
11100	Amarillo, TX	202 1	218 4	222 9	210 2	223 6	230 7	225 7	222 9	6 0%
22500	Florence, SC	183 2	206 8	215 2	204 0	208 2	230 5	217 3	222 0	8 8%
13140	Beaumont-Port Arthur, TX	199 7	214 7	210 9	209 7	214 8	212 3	199 4	220 7	5 2%
48620	Wichita, KS	191 2	209 4	216 2	203 9	220 7	224 3	210 6	219 9	7 8%
27140	Jackson, MS	220 2	241 6	224 8	218 9	240 8	234 2	195 5	219 1	0 1%
33660	Mobile, AL	195 9	211 4	221 2	215 3	228 7	233 8	206 9	218 3	1 4%
43340	Shreveport-Bossier City, LA	196 4	213 6	216 0	215 6	224 8	210 5	211 2	213 6	-0 9%
40380	Rochester, NY	192 1	211 0	231 9	190 4	240 6	247 0	230 5	212 4	11 6%
25060	Gulfport-Biloxi-Pascagoulia, MS	192 1	213 8	220 8	205 3	229 2	222 4	219 1	210 8	2 7%
36980	Owensboro, KY	174 4	189 5	196 5	189 9	194 3	212 7	194 3	210 2	10 7%
29620	Lansing-East Lansing, MI	189 8	203 7	212 8	179 4	226 1	227 2	210 3	208 0	15 9%
38300	Pittsburgh, PA	205 5	213 5	216 3	191 0	225 9	231 1	210 2	207 1	8 4%
31420	Macon-Bibb, GA	180 0	213 1	215 4	201 8	219 9	219 2	215 1	206 8	2 5%
16020	Cape Girardeau, MO-IL	186 4	202 0	216 1	196 5	222 1	221 1	219 8	205 1	4 4%
16300	Cedar Rapids, IA	182 8	196 4	205 3	186 3	207 2	218 9	206 0	203 3	9 1%
30780	Little Rock-North Little Rock-Conway, AR	184 6	205 6	208 9	203 0	212 6	216 7	200 0	202 8	-0 1%
27900	Joplin, MO	158 7	177 7	183 9	173 4	188 3	193 6	181 3	201 7	16 3%
45060	Syracuse, NY	177 5	195 1	214 7	176 3	211 6	232 1	222 7	198 8	12 8%
33860	Montgomery, AL	189 5	198 7	201 4	185 4	214 2	210 2	193 4	198 1	6 9%
28100	Kankakee, IL	176 9	188 7	192 2	158 3	196 8	212 4	198 4	193 1	22 0%

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	Metropolitan Area	2021	2022	2023 r	2023 I	2023 II	2023 III	2023 IV r	2024 I p	Q1-Q1
					(Not Seasonally Adjusted, 000s)					%Chya
17460	Cleveland-Elyria, OH	198 8	215 7	214 3	191 4	228 7	236 7	190 7	191 9	0 3%
48660	Wichita Falls, TX	158 6	178 6	187 6	183 6	193 3	176 6	196 9	188 9	2 9%
16580	Champaign-Urbana, IL	178 3	191 1	200 9	157 2	211 9	222 9	195 1	188 6	20 0%
10420	Akron, OH	179 8	196 7	196 4	172 7	206 0	220 3	181 5	185 7	7 5%
45820	Topeka, KS	169 2	179 0	190 3	172 1	194 6	199 6	192 3	183 9	6 9%
15940	Canton-Massillon, OH	168 8	175 0	187 9	178 1	188 8	199 8	180 1	183 3	2 9%
43780	South Bend-Mishawaka, IN-MI	173 0	194 9	196 6	183 0	200 7	209 4	189 5	180 0	-1 6%
40420	Rockford, IL	156 2	162 5	172 6	149 7	176 3	181 7	175 7	179 8	20 1%
11500	Anniston-Oxford, AL	154 7	164 8	178 8	160 3	180 0	184 2	188 9	179 1	11 7%
47940	Waterloo-Cedar Falls, IA	152 4	166 7	169 0	159 1	171 5	174 2	171 9	177 0	11 3%
16620	Charleston, WV	161 3	167 4	174 7	156 6	173 5	190 5	177 3	175 8	12 3%
19340	Davenport-Moline-Rock Island, IA-IL	152 3	160 4	170 3	146 8	179 8	178 8	168 1	168 6	14 9%
45780	Toledo, OH	158 5	167 2	174 1	156 0	177 2	184 2	175 0	165 5	6 1%
21500	Erie, PA	146 6	158 3	169 2	155 3	169 0	174 2	174 2	164 1	5 7%
44100	Springfield, IL	146 7	157 0	163 2	147 9	162 6	170 1	166 2	163 0	10 2%
13780	Binghamton, NY	145 5	152 4	162 2	141 8	160 0	173 7	167 1	158 9	12 1%
49660	Youngstown-Warren-Boardman, OH-PA	133 3	139 9	147 6	133 6	157 3	151 3	146 3	142 5	6 7%
19060	Cumberland, MD-WV	132 9	134 8	142 7	120 0	145 4	152 4	149 5	141 8	18 2%
21300	Elmira, NY	142 0	149 1	150 9	160 0	144 5	156 6	142 7	135 8	-15 1%
37900	Peoria, IL	130 5	138 2	148 4	128 6	156 6	157 5	144 2	127 2	-1 1%
19500	Decatur, IL	112 6	120 0	126 0	110 3	133 4	128 2	125 1	122 8	11 3%
78010	St Croix, Virgin Islands	319 4	347 0	342 5	289 0	340 0	300 0	379 5	335 0	15 9%

*All areas are metropolitan statistical areas (MSA) as defined by the US Office of Management and Budget though in some areas an exact match is not possible from the available data
MSAs include the named central city and surrounding areas and may not match local reporting due to differences in specification N/A Not Available p Preliminary r Revised
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Miriam Hanes

From: Eryn Kehe
Sent: Monday, August 12, 2024 11:50 AM
To: Miriam Hanes
Subject: FW: Borland Property Owners letter on UGR
Attachments: Stafford-Borland Map.pdf; metro-home-prices-q1-2024-ranked-median-single-family-2024-05-08.pdf; Councilor Lewis Urban Growth Report letter - Borland Property Owners.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

The three of these document together constitute a public comment to the draft UGR. Can you save as one PDF with the letter first and include in the record?

Eryn

Eryn Deeming Kehe, AICP | Metro | Urban Policy and Development Manager
My gender pronouns: she her, hers | [redacted]

From: Ramona Perrault <[redacted]
Sent: Monday, August 12, 2024 11:43 AM
To: Andy Shaw <[redacted]>; Eryn Kehe [redacted]>; Ted Reid [redacted]
Subject: FW: Borland Property Owners letter on UGR

Just keeping folks in the loop.

Ramona Perrault
Policy Advisor
Metro
600 NE Grand Avenue
Portland, OR 97232-2736
[redacted]

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From: Tom Holt <[redacted]>
Sent: Monday, August 12, 2024 10:16 AM
To: Christine Lewis [redacted]
Cc: Ramona Perrault [redacted]
Subject: [External sender]RE: Borland Property Owners letter on UGR

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Apologies for the additional email. I left out a pair of attachments. Complete package attached.

Tom Holt
[redacted]
Book a meeting: [redacted]

From: Tom Holt
Sent: Monday, August 12, 2024 9:51 AM
To: [redacted]
Cc: [redacted]
Subject: Borland Property Owners letter on UGR

Councilor Lewis –

Please see the attached letter on behalf of the Borland Property Owners Association.

Best regards,
Tom Holt
The Holt Company
Government & Public Affairs
[redacted]
To schedule meeting with me: [redacted]

Port of Portland

August 19, 2024

SENT VIA EMAIL AND US MAIL

Marissa Madrigal, Chief Operating Officer
Oregon Metro
600 NE Grand Ave.
Portland, OR 97232

RE: Comments on 2024 Draft Metro Urban Growth Report

Dear Ms. Madrigal:

Thank you for the opportunity to comment on the 2024 Draft Metro Urban Growth Report (Draft UGR) on behalf of the Port of Portland (Port).

The Port is a major industrial landowner in the region and active participant in economic development efforts statewide, such as the Governor's Semiconductor Competitiveness Task Force and Clean Tech Manufacturing Task Force. We are also active members of several Metro-convened policy committees, including the stakeholder roundtable convened to inform the 2024 growth management decision. Based on these perspectives, we have closely reviewed the Draft UGR, and submit the attached technical comments.

At a high level, we recognize the bounds of this exercise and appreciate the work Metro has done to provide insight into the process and invite a variety of perspectives. At the same time, we are concerned that industrial land demand is understated, and the effective supply is overstated. Readiness and viability for development rely on several factors beyond acerage alone, and we fear that identifying a surplus of supply without this realistic overlay could have negative policy implications by limiting much needed public and private investment in site readiness within the Urban Growth Boundary (UGB).

Creating opportunities to grow traded sector employment is essential to Oregon, which is dependent on income tax, as well as providing living wage jobs for residents. In addition, this finding impacts other important policy documents, such as the Regional Transportation Plan.

Given the importance of this topic to the region and the state, we look forward to working with Metro and other partners on processes to ensure an adequate supply of industrial land moving forward. Such partnerships could include revisiting Metro's 2040 Growth Concept to identify long term strategies to provide for an adequate industrial land supply, particularly for key traded sector industries. It would also be helpful for regional partners to update both the Site Readiness Toolkit and the Brownfields Inventory. Having this objective and current information, with mutually aligned methodology, will help us better craft and execute strategies aimed at our common economic development, land use and transportation goals.

Thank you again for the opportunity to engage and comment. Please let us know if you have questions or if you are interested in discussing any of these points in more detail.

Sincerely,

Teresa Carr,
Director, Business Development & Properties

Port of Portland

Port of Portland Technical Comments on Draft UGR

- Potential Underestimate of Land Demand: The cumulative impact of the assumption in Appendix 3 appears to be leading to an underestimate of land demand for specific use categories such as warehouse/distribution.
  - Appendix 3-assumptions about industrial building square footage appear to be too low. Several Port warehouse/distribution tenants have over 5000/sf per employee, underscoring a long-term trend toward automation and mechanization in the logistics industry.
  - Appendix 3-assumptions for industrial floor area ratio (FAR) of .25-.5 is likely too high, based on users that require extensive exterior storage and/or laydown areas, for example auto importers/exporters, ship repair and wind energy fabrication.
  - Appendix 3 Table 2 indicates that the distribution of building types for the Transportation, Warehouse & Utilities sector (NAICS 22,48- 49) is "31% Office, 6% Institution, 10% Flex/BP, 1% Gen Industrial, 43% Warehouse, 9% retail". Based on our experience, the assumed amount of warehouse building type for this sector should be much higher and certainly the majority of building space.

- Inventory Criteria: At the 7/17/24 MTAC meeting, Metro staff was asked about including industrial land with a 7% or greater slope in the inventory. A representative from Washington County noted that land with a 5% slope is typically used for industrial land inventories. When asked how much land would come out of the inventory if a 5% slope was used as the metric, Metro staff indicated "about 1,300 acres". This single correction would result in a 22% reduction of the purported 5,900 acres of industrial inventory identified in the Draft UGR.
  - Appendix 6 notes that the median size for industrial parcels in the assumed inventory is .6 acres, comprising a total of 1,934 acres. Parcels this small are not suitable for an industrial use even if they are zoned industrially. "Suitable" under OAR 660 means serviceable land designated for industri or other employment use that provides, or can be expected to provide the appropriate site characteristics for the proposed use. The implication is that likely hundreds of acres currently counted as part of the existing industrial land inventory in the Draft UGR may not be suitable for industrial purposes.

- Sherwood Expansion Proposal: The single expansion proposal under consideration for the 2024 growth management decision is from the City of Sherwood. The Port provided a letter in support of the proposal in March, 2024 and we continue our support. In particular, we support adding industrial land that could accommodate semiconductor and other traded sector industries. To ensure those lands are available for industrial use, Metro may want to consider amending the Title 4 map to apply a Regionally Significant Industrial Area (RSIA) designation. Further, while the Port is not opposed to the inclusion of "Hospitality" land per se, we feel this category (and the need for such land) should be better defined to avoid setting an unintended precedent.

- Future Urban Growth Decisions: Incorporate an Economic Opportunities Analysis (EOA)-based analysis of sector and business-district growth opportunities across distinct parts of the region. Also, de-link the demographic and employment forecasts by acknowledging the potential for additional in-migration based on traded sector job-growth opportunities. Providing additional incentives for communities on the edge of the UGB to undertake concept planning and provide infrastructure for future expansion areas, particularly for needed industrial land, is also recommended.

Miriam Hanes

From: Greene, Erika <[redacted]>
Sent: Tuesday, August 20, 2024 1:42 PM
To: Metro 2040
Subject: [External sender]Metro UGR_Port Comments
Attachments: UGR Port Comments.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

The attached is being sent on behalf of:

Teresa Carr
Director, Business Development & Properties
Port of Portland

Thank you,

Erika Greene
Real Estate Assistant I Port of Portland
Business Development & Properties
she/her
e: [redacted]
p: [redacted]

Port of Portland

Miriam Hanes

From: Todd and Shannon Christiansen <[redacted]>
Sent: Wednesday, August 7, 2024 9:52 PM
To: Metro 2040
Subject: [External sender]Comments on City of Sherwood's UGB Expansion Proposal

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear MPAC, Metro Council and Metro,

We are writing with respect to the proposed Sherwood West Concept Plan ("Plan") that the City of Sherwood has submitted to Metro requesting an expansion of the Urban Growth Boundary by 1,291 acres. We have been homeowners in Sherwood since 2000, nearly 24 years and have a vested interest in seeing it grow in a positive way. This proposal is lacking in facts – both actual and demonstrated needs as well as supporting details for the costs of infrastructure and reality of job opportunities and should not be approved. During the past two years, we , and many others, have been vocal in our opposition to the Plan. We were quite surprised during the presentation to Metro on May 22, Tim Rosener (Sherwood Mayor) represented to the Council that there had been little to no organized public negative sentiment towards the expansion proposal. This is simply not true and is just one of many examples of anecdotal comments in the May 22 presentation to MPAC that were not supported by actual data and facts.

Our ask of the Council and Metro, as it considers the request in alignment with outlined legislation, purpose and protocol for UGB expansion requests, is to please Follow the Facts. The Sherwood West Concept Plan may appear to be an impressive package, however it represents the viewpoints and desires of politicians and land developers and not a demonstrated need for more developable land in Sherwood or the metro area as a whole.

- Survey 75%/85% respondents-Sherwood Residents- said NO to the expansion request.
- The data shows a need for housing for the city of Sherwood of only 600, while city of Sherwood's request ranges from 3,100 to 5,500.
- Population growth projections and data do not demonstrate need for the expansion. People are moving out of Portland Metro area to Washington state and other locations since 2020. While in 2018 it looked like the trend was to continue growth of 1.6%/year, it is clear that is steadily declining and is now 33% less than it was (2018 = 1.56%, 2024 = 1.04%). https://macrotrends.net/global-metrics/cities/23102/portland/population
- Infrastructure and Traffic impact from the Plan will likely be significant and expensive. The Plan greatly downplays and minimizes this critical issue. As an example, during the May 22 presentation it was represented that road improvements would improve Roy Rogers connection to I-5, when in fact a map will show they do not intersect. This is just one example of the glossing over, and misdirection of the Plan when very real issues are raised. Furthermore, system development charges for the proposed expanded area will be significant and make the housing itself expensive.
- There is no demonstrated NEED for a 1,291-acre expansion which is excessive especially in relation to the overall size of Sherwood today. Sherwood officials have justified and represented to its residents and concerned citizens that it is in the city of Sherwood's best interest to a) have a plan of record otherwise Metro will make a plan for Sherwood (is this true?), and b) to make a single request for as much land as possible.

- There will be significant impact to farm and forestland and a good portion of the requested expansion area is in protected areas and/or will cause runoff that impacts wildlife (can be seen on a map) and the additional pollution of so many cars and congestion on the road to get to jobs will further harm the environment.
- The planned housing will not be more affordable nor improve the homeless situation. Look at the actual cost of housing at nearby Cooper Mountain for a benchmark. A more viable solution could be turning existing vacant office real estate (which there is an abundance of) into low-income efficiency apartments.
- Similarly there is already a surplus of commercial, industrial and mixed employment real estate in the greater metro area due to hybrid work trends and due to AI and automation trends as evidenced by the announced local layoffs (Nike, Intel, etc)

We appreciate that Metro has a challenging and important role in that it must balance ensuring enough land for 20 years AND also protecting the metro area from urban sprawl. The proposal by Sherwood is not a demonstrated need, but a want of politicians and developers to increase the city of Sherwood from 3,130 acres to 4,421 acres (increase of >40% for a population of 20,000!) creating unnecessary urban sprawl, excessive and unplanned for traffic, and harm to farm and wildlife and it will not contribute to affordable housing because it will be incredibly expensive to add infrastructure and build. Metro's own 2045 Distributed Forecast shows Sherwood growing by less than 1000 people and with a need for only 800 households and Sherwood still has significant unused land opportunities that could satisfy its current housing needs (e.g. Brookman annexation, and existing available properties and land infill which could be used for multi-family and middle-housing to be centered around the Old Town hub of Sherwood and make more sense for growth).

Based on records we can find, the UGB just in the vicinity of Sherwood has already expanded by 2,270 acres since 2018 (Cooper Mountain, Beef Bend South and King City). This newer UGB land is still far from fully developed/populated and should be focused on first. Additionally, the requested 1291 acres would be the largest expansion in decades (and the second largest since Cooper Mountain was added to Beaverton – which incidentally is a city 5 times larger than Sherwood so it was less than a 10% expansion of land).

We ask ourselves and Metro whether this proposed Plan and UGB expansion is truly needed for either Sherwood or the Metro area as a whole and whether the ramifications to the environment and costs of development have been truly evaluated? Based on the facts it does not appear so, and we ask you to vote against and decide NOT to expand the Portland area UGB.

Respectfully,

Shannon and Todd Christiansen



Image Credit: https://faunalytics.org/how-human-carnivory-harms-global-biodiversity/frog-on-lily-pad/

Leapfrog Development: Corporate Capitulation and the Impact on Washington County, Oregon



Chris Christensen

Housing, Real Estate & Mortgage Specialist - Condominium Conversion Project Manager - Assumption & Loss Mitigation Specialist, Political Pundit and 2020 U S. Congressional Candidate

Published Jul 7, 2024

"*We soon found that the white men were growing rich very fast and were greedy.*"

- Chief Joseph, (or Hin-mah-too-yah-lat-kekt), Tribal leader of the Wallowa Band of Nez Perce

In the heart of Oregon's Silicon Forest, Intel's relentless advancements have epitomized the concept of leapfrogging technology. Intel CEO Pat Gelsinger often references **Moore's Law** in his speeches to investors and analysts, highlighting the company's commitment to doubling the number of transistors on a microchip approximately every two years. Yet, while the company's cutting-edge innovations have driven progress, they have also sparked a chain reaction with potentially significant economic and ecological ramifications for the surrounding communities where Intel's "fabs" are located.

The rapid pace of Intel's technological growth has, predictably, fueled a real estate frenzy in every Washington County, Oregon community. Bigger cities like Beaverton, Hillsboro, and Tigard are cashing in on the "micro-boom," and even small towns such as Banks, North Plains, Forest Grove, and the county's unincorporated agricultural areas are inflating a precarious bubble that could spell an economic and ecological "micro-bust" for the region and the state.

Technological Leapfrogging



Intel's Silicon Chip Manufacturing Footprint in Hillsboro, Oregon is Currently Undergoing a Major Expansion With Financial Assistance from the Federal CHIPS Act and Oregon Taxpayers. (Image Credit: Chris Christensen)

For some, Intel's Hillsboro campus stands as a beacon of technological prowess, consistently announcing advancements in integrated circuitry. The company's commitment to innovation has resulted in a near-constant stream of newer, faster electric circuits, each "generation" essentially rendering prior products as inferior or even functionally obsolete. With the rapid emergence of artificial intelligence and robotics, Intel is now poised to lead the sector for many years to come.

Or are they?

The Pacing Problem and Intel's High NA EUV Technology

A critical concept in technological innovation is the pacing problem, where the rate of technological advancement outstrips the ability of industries, governments, and society to adapt. Remember the 8-track tape player or the laser disk? **Intel's recent acquisition and implementation of High NA EUV (Extreme Ultraviolet) technology** is a prime example. This cutting-edge technology, which promised unprecedented advancements in semiconductor manufacturing, is already being overshadowed by **the anticipated future arrival of Hyper NA EUV technology.**

The relentless drive to stay ahead in the technology race begs the question: where will it all end? Each new leap in technology renders previous innovations obsolete almost as soon as they are introduced, creating a perpetual cycle of development and obsolescence. This breakneck pace strains the technological ecosystem and exacerbates the economic and environmental pressures on the surrounding communities.

The Real Estate Boom: Look Before You Leap

The influx of high-paying tech jobs at Intel has attracted a wave of new residents eager to capitalize on the opportunities presented by the booming tech sector. This sudden surge in population has driven up housing demand, leading to skyrocketing property prices in nearby communities such as Hillsboro, Banks, Gaston, North Plains, and Forest Grove. Once quiet agricultural areas in Washington County are now hotbeds of real estate speculation, with developers scrambling to cater to the burgeoning demand. The City of Hillsboro, for example, recently **approved over 8,000 new homes to be**

developed in South Hillsboro, once an agricultural mecca, with thousands more planned.

While this real estate boom has brought economic growth and prosperity to the region, it has also sown the seeds of potential catastrophe. The rapid pace of development has put immense pressure on local infrastructure and resources, straining the delicate balance between growth and sustainability. As property values soar, long-time residents are priced out of their communities, increasing social and economic disparity.

Drain the Swamp? The Role of Oregon's Politicians

A significant contributing factor to this unchecked development is the role played by Oregon politicians, swayed by **Intel's corporate wealth**. In exchange for the promise of higher tax revenues, these policymakers have sacrificed the **foundational principles of Oregon's land use planning system. Established to protect farmland, forests, and open spaces** while promoting orderly urban development, these principles have been sidelined in favor of ill-gotten economic gains. This abandonment of sustainable land use policies not only accelerates climate change but also **jeopardizes the environmental integrity of the region.**

The Concept of Leapfrog Development

Leapfrog development can be visualized through the metaphor of a frog leaping from lily pad to lily pad across a pond. In this context, the "lily pads" represent the various communities in Washington County—such as Beaverton, Hillsboro, Tigard, North Plains, Banks, Forest Grove, Cornelius, and Gaston. Instead of a gradual, cohesive expansion from one area to the next, development leaps over existing communities, creating new pockets of urbanization in a disjointed and sporadic manner.

This type of development results in patches of urban sprawl, often leaving significant gaps of undeveloped or underutilized land in between. These gaps disrupt infrastructure continuity, making providing consistent public services, managing traffic, and maintaining community cohesion challenging. The leapfrog metaphor vividly illustrates the haphazard nature of this growth, highlighting the inefficiencies and long-term challenges it introduces.

The Detrimental Impact of Leapfrog Development

Leapfrog development, characterized by rapid, sporadic, and disjointed urban sprawl, has far-reaching negative consequences for suburban and agricultural communities. The effects are multifaceted and profoundly detrimental, impacting traffic, congestion, crime rates, infrastructure needs, and the preservation of farms and forests.

- Traffic and Congestion

The influx of new residents and the expansion of residential areas significantly increase traffic and congestion. Roads that were once sufficient for rural communities are now overwhelmed, causing longer commute times, higher transportation costs, and increased pollution. The lack of adequate public transportation exacerbates these issues, significantly increasing daily travel, which is a burden for residents.

- Crime Rates

Rapid and poorly planned unchecked growth can also contribute to rising crime rates. As new neighborhoods emerge without the necessary social and community infrastructure, law enforcement resources are stretched thin. The absence of cohesive community planning can lead to social fragmentation and increased opportunities for criminal activities, undermining the safety and security of these newly developed areas.

- Infrastructure Needs

The sudden surge in population places immense strain on existing infrastructure. Water and sewage systems, schools, hospitals, and emergency services need help to keep up with the rapid growth. The cost of upgrading and expanding these services often falls on local taxpayers, leading to increased financial burdens and potential declines in the quality of public services.

- Preservation of Farms and Forests

One of the most significant impacts of leapfrog development is the loss of farmland and forests. The encroachment of urban sprawl threatens Oregon’s rich agricultural heritage and natural landscapes. Once fertile lands are paved for housing developments and forests are cleared, leading to habitat destruction, loss of biodiversity, and increased greenhouse gas emissions. This disrupts local ecosystems and undermines the state’s commitment to environmental sustainability.

- Water and Power Consumption: An Unsustainable Path

Another critical issue exacerbated by Intel's expansion and the accompanying real estate boom is the inevitable massive increase in water and power consumption. High-tech industries, particularly semiconductor manufacturing and data centers, are notoriously resource-intensive. Intel's operations in Hillsboro require vast amounts of water for cooling and manufacturing processes, straining local water supplies. Similarly, the power demands of these facilities are immense, further burdening the region's energy infrastructure.

As companies like Intel and other data centers continue to grow and expand in Washington County, the demand for these resources will only escalate. This increased consumption is unsustainable both economically and environmentally. Local homeowners already feel the pinch as utility rates skyrocket to meet the burgeoning industrial demand. **The competition for water between industrial uses and residential needs is becoming increasingly fierce, with industrial consumption threatening to outpace homeowners' needs.** This imbalance drives up prices and raises concerns about long-term resource availability and sustainability.

The Core Problem: Irresponsible Planning and Land Use Patterns



Oregon's Urban Growth Boundary Has Long Been the Dividing Line Between Unchecked Urban Sprawl and the Region's Agricultural and Rural Land (Image Credit: Reddit)

Leapfrog development and the resulting urban sprawl represent a terrible, politically ignorant, and egregious example of irresponsible planning and land use patterns. This

unchecked expansion is a land grab orchestrated by greedy corporate interests and the politicians they influence. The crux of the issue lies in the need to limit leapfrog development and urban sprawl by maintaining the integrity of the urban growth boundary and adhering to existing land use limitations and zoning regulations.

Expanding the urban growth boundary and relaxing zoning laws benefit developers and corporations at the expense of the community and the environment. This short-sighted approach undermines the foundational principles of Oregon's land use planning system, which were designed to protect the state's unique landscapes and promote sustainable development.

The Decay of Portland: A Case Study in Failed Political Policies



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Image Credit: Chris Christensen - Image of Homeless Person Sleeping on Sidewalk near West Burnside Street in downtown Portland, Oregon

Compounding the issue is the decay of Portland, the region's urban core. Over the last decade, failed liberal political policies and capitulation to corporate and criminal interests have deteriorated the city's economic and cultural vitality. Rather than addressing the core issues within Portland and restoring it to its previous grandeur, political efforts have instead focused on enabling leapfrog developments farther and farther from the city center.

Portland's decline serves as a cautionary tale. The city's neglect has driven residents and businesses to seek opportunities in the outlying areas, exacerbating urban sprawl and placing additional pressure on suburban and agricultural communities. This shift undermines Portland's potential for economic and cultural revitalization and threatens the preservation of the outlying regions' natural, pristine beauty and agricultural significance.

The Looming Catastrophe: An Economic and Ecological Bust

The focus on providing corporate welfare to businesses such as Intel to attract cutting-edge technology to the region has created an unsustainable growth model that risks imploding with dire consequences. **If left unchecked, the current trajectory could culminate in a historic economic and ecological bust for the entire region.**

Economically, the inflated real estate market bears eerie similarities to past bubbles that have burst with devastating effects. The speculative frenzy surrounding property in Washington County is built on the assumption of perpetual growth and prosperity. However, as history has shown, such growth is rarely sustainable. A sudden downturn in the tech sector or a shift in corporate strategy could leave the region grappling with plummeting property values, foreclosures, and a shattered local economy.

Unchecked development threatens to irreparably harm the region's natural landscape. The agricultural areas that have defined Washington County for generations are being swallowed by urban sprawl, leading to habitat destruction, loss of biodiversity, and increased pollution. The environmental degradation resulting from rampant development could undermine the very foundations of the community, leaving behind a legacy of ecological devastation.

A Call for Caution and Sustainable Growth Policies

As Intel continues to push the boundaries of technological innovation, the surrounding communities and policymakers must adopt a more cautious and sustainable approach

to growth. The allure of quick profits and rapid advancements must be tempered with a deep understanding of the long-term consequences. Just as the relentless pursuit of leapfrogging technologies can lead to obsolescence and instability, leapfrog development can also result in fragmented communities and environmental degradation.

Both technological leapfrogging and leapfrog development share a common flaw: focusing on short-term gains at the expense of sustainable, cohesive progress. The rush to implement the latest technologies without fully considering the pacing problem mirrors the haphazard expansion of urban areas, creating patches of development that strain infrastructure and resources. The lack of strategic planning and foresight can lead to catastrophic outcomes in both cases.

For Washington County, the solution lies in curbing the sprawl by enforcing strict land use policies that prevent urban growth boundary expansion. Emphasis should be placed on revitalizing Portland, addressing its economic and social challenges, and restoring it to the vibrant urban core it once was. This approach not only preserves the natural and agricultural beauty of the surrounding areas but also fosters a more ecologically sustainable, resilient, and responsible community.

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Chris Christensen 1mo
Housing, Real Estate & Mortgage Specialist - Condominium Conversion Project Manager - Assumption & Loss Mitigat…

https://www.usnews.com/news/best-states/oregon/articles/2024-02-25/a-housing-shortage-is-testing-oregons-pioneering-land-use-law-lawmakers-are-poised-to-tweak-it

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Miriam Hanes

From: Chris Christensen [redacted]
Sent: Tuesday, July 9, 2024 12:45 AM
To: Metro 2040
Subject: [External sender]Leapfrog Development: Corporate Capitulation and the Impact on Washington County, Oregon

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Leapfrog Development: Corporate Capitulation and the Impact on Washington County, Oregon
https://www.linkedin.com/pulse/leapfrog-development-corporate-capitulation-impact-chris-christensen-hcutc?utm_source=share&utm_medium=member_android&utm_campaign=share_via

Miriam Hanes

From: Michelle Christian [redacted]
Sent: Thursday, August 22, 2024 6:00 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Oppose Sherwood West Growth Plan

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely, Brent and Michelle Christian

[redacted]

Sent from my iPhone

August 19, 2024

METRO
Urban Growth Management Team
600 NE Grand Ave,
Portland, OR 97232

RE: Urban Growth Report, Draft 2024

Dear Council Members,

I am writing to provide comment on the Draft Urban Growth Report pertaining to the City of Sherwood's proposed Sherwood West Concept.

I would first like to thank the members of the Council and their staff for their efforts in managing and planning for growth in the Metro area. I am sure it is often a thankless task, but one which is greatly needed by the community.

I have carefully reviewed the Draft and have a number of concerns about the proposed expansion by the City of Sherwood.

1. **The Draft does not incorporate nor analyze the figures upon which the Concept is based.** Instead, it seems to simply analyze the "readiness" of the City for expansion. And although the City clearly perceives itself as ready to expand - the question remains to whether it should. The numbers strongly suggest, if not dictate, that the big growth this area experienced in recent years has crested and we are now in a period of declining growth. The proposed expansion is not warranted.
2. **The numbers provided by Sherwood are inaccurate and self-serving.** Sherwood has previously egregiously over-estimated growth populations. For example, the high school was bonded and built on the basis of an expanding population. It has cost the area residents millions of dollars. And it was overbuilt. The high school has a capacity for 2,400 students. It currently has 1,704 enrolled students. According to the documents submitted in 2017 for UGB expansion, the City forecast an initial enrollment in 2020 of 1,870 students with a further forecast of 2,400 students by 2045. In reality, not only did the high school not have 1,870 students in 2020, it STILL doesn't have 1,870 students and won't any time in the foreseeable future. Predicted enrollments are declining and significantly so. It is now anticipated that the 2032 enrollment will only be 1,530. The point is that the City has shown that its numbers for growth to support the expansion are at best inaccurate and at worst purposely overstated. They should not be relied upon in making your decisions.
3. **METRO has its own data to rely upon and it does *not* support an expansion in Sherwood.** As required by Ordinance No. 21-1457, the Council will need to rely upon current data for planning. Exhibit A of the Ordinance was duly accepted and adopted as such current data. It sets forth the population of Sherwood as 19,747 based on the 2020 Census and forecasts a population of 20,118 in 2030, and 20,562 in 2045 respectively. An increase of some 815 persons in the next 20 years simply cannot support an expansion of 3,120 housing units.
   Moreover, as intended, the population data contained in the Ordinance has been used and relied upon by other municipalities and cities, such as Portland (Ordinance 19157), Multnomah County

(Ordinance 1323), and Lake Oswego (Lake Oswego City Council Meeting July 16, 2024), in analyzing their own expansion needs. Likewise, METRO should also rely on its own data in determining which option to choose from among those laid out in the Draft UGB Report - especially given the City of Sherwood's propensity to exaggerate its figures.

4. **Farmland is vital to all and cannot be replaced.** To state the obvious, we all depend upon farms to produce the food we eat. The verdant soil of the farmland around Sherwood is a precious commodity. Once housing or commercial entities are sited on farmland they are never recaptured for agricultural use. The Draft UGB Report, at best, gives lip service to the need to maintain and protect farmlands. Especially in these days of heightened awareness of climate changes and the value of locally produced foodstuffs, it is difficult to support the removal of productive land. Even more to do so based upon the lack of a verifiable need for housing and commercial development. The UGB Roundtable perspectives on agricultural demand, page 57 of the Report, also positively reflects the value of farmland for employment and negatively notes the "increased cost and carbon footprint of pushing food production outside of Oregon." Commercial expansion should first use those areas already so designated and then those areas that cannot be reasonably used for food production.
5. **The proposed light industrial use / employment area is mis-characterized.** Page 56 of the Draft UGB Report states that the Oregon Semiconductor Taskforce found that, statewide, there was a need for four 50–100-acre sites for semiconductor manufacturing. Four. Statewide. Not a regional need as stated in the Report (see page 57). The Report seems to suggest that the proposed area has unique characteristics making it suitable for commercial development. One such characteristic is its proximity to the highway. The Report apparently takes this at face value. However, anyone who has tried to get to Interstate 5 or Interstate 205 from the proposed area can attest to the existing congestion and traffic woes in such an endeavor. Simply put, the Report fails to recognize or analyze the *lack* of highway accessibility.
6. **The residents of Sherwood, the people, do *not* want this expansion.** The City of Sherwood's own poll regarding the public support for this expansion is not adequately represented in the Report. The City's poll showed that 84% of respondents agreed or strongly agreed with the statement:

   > The Sherwood city council should ***not*** expand the city and preserve natural areas and farmlands in the Sherwood West area. (Sherwood West Poll Results (Mayor) Tim Rosener August 16, 2021). Emphasis added.

Thank you for your time and attention in reviewing these concerns. I can only hope that these comments, along with other public input, will have a meaningful impact on the Council's decisions. As John Muir once so aptly stated, "Not blind opposition to progress, but opposition to blind progress."

Respectfully,

Kimberly R. Cobrain

Miriam Hanes

From: [redacted]
Sent: Tuesday, August 20, 2024 10:31 AM
To: Metro 2040; Marissa Madrigal; Lynn Peterson; Gerritt Rosenthal; Mary Nolan; Juan Carlos Gonzalez; [redacted]; Christine Lewis; Duncan Hwang
Subject: [External sender]Comments on Draft 2024 Urban Growth Report
Attachments: Comments of DRAFT Urban Growth Report.docx

Importance: High

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Please find attached my comments regarding the Draft 2024 Urban Growth Report. If you have any questions, please let me know.
Thank you for your consideration.

Kimberly R. Cobrain
Sherwood, Oregon

Miriam Hanes

From: Mallory Cochrane <[redacted]>
Sent: Friday, August 9, 2024 1:36 PM
To: Metro 2040
Cc: Peter Foster; [redacted]; [redacted]
Subject: [External sender]Please Support the Sherwood West Expansion Plan

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Dear Metro Council Members,

My name is Mallory Cochrane, owner and founder of Birch Social - a consulting, marketing and events business dedicated to supporting the needs of small farms and food businesses in Oregon. My company is based in Old Town Sherwood, where I am also a resident and home owner.

I am writing to ask that you please **approve the Sherwood West Concept Plan as proposed by the Sherwood City Council and widely supported by the Sherwood community**. This Concept Plan was a result of two years of planning and public input to decide the future of our unique and special city.

As a native Oregonian, I intentionally chose to raise my family in Sherwood because of the **small town character, sense of community and amazing education system and public services**. Many other people are attracted to Sherwood for these same reasons. However, we need **more housing** for these new residents and increased **employment opportunities** to keep people working in our community rather than commuting elsewhere.

With inevitable population growth on the horizon, it is critical that **smart growth** practices be applied to the Sherwood West area so that we are future-proofing development in a way that **enhances our community, increases economic prosperity and protects farmland, natural spaces and resources**.

As outlined in the Concept Plan, I believe that Metro Council should:

- add 340 net acres of **residential land** to the Urban Growth Boundary (UGB)
  - *Comment: Our region will add approximately 315,000 new residents and 137,000 new jobs over the next 20 years under a baseline growth scenario.*
- add 130 net acres of **flex industrial land** to the UGB
  - *Comment: Sherwood West is well suited to capture new and expanding demand for industrial space due to its favorable parcel size, ownership, and low slopes.*
- add 135 net acres of **commercial and hospitality land** to the UGB
  - *Comment: Economic development requires a land supply that enables specific industries to thrive.*

Again, I request that the Metro Council stand with the residents and businesses of Sherwood and **approve the Sherwood West Concept Plan as proposed.** I would greatly appreciate a response with the Metro Council's position on this issue. I appreciate your time and thoughtful consideration.

Sincerely,
Mallory Cochrane

--
Founder
Birch Social
[redacted]
Celebrating the power of local food from field to table

To: Metro Council President Peterson
Metro Councilor Ashton Simpson, District 1
Metro Councilor Christine Lewis, District 2
Metro Councilor Gerritt Rosenthal, District 3
Metro Councilor Juan Carlos González, District 4
Metro Councilor Mary Nolan, District 5
Metro Councilor Duncan Hwang, District 6

CC: Marissa Madrigal, Chief Operating Officer, Metro
Kristin Dennis, Chief of Staff to Metro Council
Catherine Ciarlo, Director of Planning, Development and Research, Metro
Malu Wilkinson, Deputy Director of Planning, Development and Research Metro
Eryn Kehe, Land Use Manager, Metro
Ted Reid, Land Use Manager, Metro

August 23, 2024

1000 Friends of Oregon appreciates the opportunity to participate in the Urban Growth Stakeholders Roundtable, comment on the urban growth report, and partner with Metro on multiple areas of alignment such as unlocking more funding for critical infrastructure needs, addressing our housing affordability crisis, and bringing more mobility options for Oregonians in a 2025 transportation package.

The Metro Council has an opportunity to set the region up for success for generations to come if it uses one of its strengths: data-driven long-range land use planning. Strong land use planning invites a collective imagination to create the best future possible for all residents, ones that currently call the region home and ones that will call this region home. But the best future possible has always been, and will always be, under threat by a select few seeking to exploit the region's limited resources: whether it be our world-class soils, the water we drink, the air we breathe, or the health and ingenuity of our people.

1000 Friends of Oregon shares our 5 major takeaways for how to set our region up for success as you read the draft urban growth forecast:

1. Metro Council should focus on how to improve the quality of life for all residents now and into the future.

2. The region's natural resources and low weather extremes offer us a position of strength if Metro decides to steward them well.

3. The biggest bang for buck and the quickest way to regional success is to build upon our existing footprint, support our regional network of main streets, and restore the core.

4. Prepare for "Operational Efficiency" and protect people's livelihoods.

5. Raw land is the least of our issues when it comes to setting the region up for success. Land readiness on the other hand…

***

1. Metro Council should focus on how to improve the quality of life for all residents now and into the future. We must remember the entire purpose of good land use planning and community development: to enhance the health, safety, and well-being of all Oregonians. We lose sight of this purpose when conversations are reduced to debating the number of acres. Rather, we should focus on creating measurable and meaningful indicators for success to guide our land use decisions and the limited public and private dollars we have. The region's indicators for success should include:

> **Life Expectancy by Zip Code.** Zip codes still serve as an indicator for how long and how well someone lives in the greater Portland area. Someone's life expectancy in Multnomah County (79.40 years) is less than those living in Clackamas County (80.90 years) and even less than Washington County (82.60 years[1]). Metro Council and staff should be keenly aware of this discrepancy across counties and prioritize resources and staff efforts to help areas that have the lowest life expectancy in the region. Blue Zones research could guide Metro's policy and funding decisions to better understand how to improve life expectancy and quality of life for residents in the region.
>
> **Household Costs/Affordability**. The largest household expense for the average resident is housing. The second largest household expense is transportation. Utilities and food also appear as common expenses. Metro should make land use decisions to help cut down on these household expenses for the average resident. If Metro decides to allow urban growth boundary expansions for residential, industrial, and commercial land where the majority of residents are going to feel the need to drive everywhere,

[1] Robert Wood Johnson Foundation, Accessed August 2024. https://www.rwjf.org/en/insights/our-research/interactives/whereyouliveaffectshowlongyoulive.html

Metro has made a choice to increase the household costs for the average resident. Urban growth boundary expansions not only increase driving at the edge, but they draw away investments that could be made where people already live to increase their transportation options. If Metro decides to fund planning and infrastructure efforts that allow the majority of residents to walk, roll, and bike to where they need and want to be, Metro has made a choice to decrease the household costs for the average resident.

Number and Quality of Age Friendly Communities. As presented to the Urban Growth Stakeholders Roundtable, Oregon enjoys a significant number of residents who are older in age. As our residents age, their needs change. It's no longer easier to drive where they need to get to; incomes become fixed and possibly lower than where they were working full time; and their social and civic participation styles may change.

As the World Health Organization and AARP's Livable Communities note, "age-friendly communities are places where people of all ages [and abilities] feel supported and included, and where older people can age well[2]." Age-friendly communities include three major components: physical (e.g., housing, transportation, outdoor spaces, and amenities); social (e.g., civic representation and participation, community involvement); and service (e.g., health care, emergency response). To create age-friendly communities, the Metro Council and staff should support land use decisions, planning grants, and infrastructure requests that create walkable and rollable neighborhoods where people are able to age in place, get to where they need and want to go safely and on their own, and be connected with their community on their own terms[3]. Orenco Station is a great example of incorporating age-friendly principles into planning and development by combining residential and commercial uses alongside pedestrian, bicycle, and transit investments; in contrast, planning that results in commercial and industrial development with large parking lots requires residents to use automobiles to safely navigate the community and thereby fails to create an age-friendly community.

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[2] AARP, Livable Communities, https://www.aarp.org/livable-communities/network-age-friendly-communities/

[3] Research demonstrates that placement in a nursing home/care facility drastically reduces the life expectancy for the individual. It also adds significant costs to the individual and any family members who may be paying for this change. A monthly rate for a studio in a housing facility that provides supervision or assistance with activities of daily living is approximately $6,161.91 for the Portland area (compared to the national average: $4,999.01 per month). https://www.newyorklife.com/resources/financial-calculators/costs-of-long-term-care

Number of Communities of Concern in EPA's Environmental Justice (EJ) Screen (or regional equivalent). The Metro Council and staff should be keenly aware of the number and location of communities who are burdened with environmental pollution, climate change risks, health disparities, and critical services gaps. Often, communities ranked in EJ screen are communities that are majority low-income, speak languages other than English, qualify for free and reduced lunch, and are people of color. Metro Council and staff should set a goal to have zero communities in the greater Portland area rank highly in the EJ Screen and develop policies and align investments to reach this goal. Metro Council and staff should reject urban growth boundary expansions and other investment strategies that draw resources away from investing in communities that rank highly in EJ screen.

2. The region's natural resources and low weather extremes offer us a position of strength if Metro decides to steward them well.

The greater Portland area is positioned to be an oasis of refuge from some of the most extreme negative impacts of climate change. This is a major advantage when drawing residents and businesses to the region (even noted by the private sector[4]). While we have much work to do to adapt to the changing conditions to protect the health and safety of residents, the Pacific Northwest is rated as one of the most climate resilient areas in the United States.

Metro Council and staff should build upon our unique position by stewarding our natural resources not just through voter-approved parks and nature bond measures, but through its regulatory authority in its land use decisions. For example, development that does not require high-nutrient soils should not be permitted on these soils[5]. Likewise, Metro Council and staff should coordinate with other natural resource agencies (Soil and Water Conservation Districts, Department of Agriculture, Department of Fish & Wildfire, etc.) to develop a clear, streamlined approach toward monitoring the quantity and quality of our water sources and air sheds. Each of these water sources and air sheds have carrying capacity limits (recognized in Land Use

[4] Visit Quicken Loans for an example of how Portland, Oregon's environmental stewardship and temperate climate risks are used to guide private investment. https://www.quickenloans.com/learn/best-places-to-climate-change

[5] Oregon's own Climate Action Commission has recommended "no net-loss" policy for high-quality farmland to reach our climate mitigation and resilience goals. Institute for Natural Resources at Oregon State University for the Oregon Global Warming Commission. September 26, 2023. https://static1.squarespace.com/static/59c554e0f09ca40655ea6eb0/t/6578da822755f905770c5901/1702419079574/2023-Natural-Working-Lands-Report.pdf

Planning Goal 6). Urban growth expansions should consider the carrying capacity of water resources and airsheds in order to assess and guide growth in the region. For example, if one company within an airshed applies and is awarded a permit to emit carbon monoxide to the top of the allowable limit for the entire airshed, Metro Council and staff must include that information in guiding growth away from that airshed to protect the health of residents and help businesses avoid violations of, at minimum, Clean Air Act and/or Land Use Planning Goal 6.

3. The biggest bang for buck and the quickest way to regional success is to build upon our existing footprint, support our regional network of main streets, and restore the core.

Metro Council and staff must ensure the region contributes to addressing the housing production shortfall and the affordability crisis through a holistic approach (remembering the indicators for successful quality of life including household cost/affordability). Building at the edges won't set the region up for success. And, Metro Council and staff should reject any attempt to expand the boundary or use limited public dollars without any element of guaranteed affordable housing.

We have a limited number of dollars for infrastructure, limited amount of labor for construction, and limited materials for construction. We urge Metro to prioritize developers and/or local jurisdictions who are building partnerships around transformative, catalytic (re)developments as part of holistic land use planning. Some notable opportunities to invest in our existing footprint, support our regional network of main streets, and restore the core include but are not limited to:

(Re)Development	**# of Homes (Est.)**	**Climate Friendly Area? (Y/N)**	**Guaranteed Affordability Component? (Y/N)**
Lloyd Center	5000	Y	Y
Broadway Corridor	2500	Y	Y
OMSI Revitalization District	900	Y	Y
Albina Vision Trust	1100	Y	Y
Hayden Island/Jantzen Beach (I-5 Bridge Corridor)	2000	Y (with light rail and complete street investments)	Y

Rockwood	TBD	TBD	TBD
Jade District	TBD	Y	Y
Gateway	TBD		
Hillsboro's Block 67	269	Y	Y (if the City of Hillsboro allows for affordable housing)
Willamette Falls Revitalization (West Linn and Oregon City's McLoughlin Blvd Enhancements)	TBD	TBD	TBD
122nd and Stark	TBD	TBD	TBD

4. Prepare for "Operational Efficiency" and protect people's livelihoods.

As we enter an era of mainstream artificial intelligence, more jobs in more sectors of our economy are vulnerable to automation. From manufacturing to advertising, the future is uncertain. To bring more certainty to residents and to be ready for changing technology and economic sectors, Metro and local jurisdictions must prioritize quality of life for its residents over company profits as an indicator for success. In doing so, the Metro Council and staff must be surgical about allowing any expansions for industrial lands and requiring enforceable, specific conditions on any industrial lands to create lasting high-quality jobs for residents and minimize the probability and impacts from mass layoffs due to automation and/or outsourcing.

If the Metro Council allows industrial developers to pave over our working lands for robots, residents lose their ability to provide for themselves, their families, and contribute to the region through their employment. Our region has suffered from broad definitions of industrial lands that do not result in development that brings high-quality jobs for residents. Instead, it adds a patchwork of uses: from gas stations to big-box chain retail stores to strip malls to truck stops. Our region has suffered from our lack of discipline to protect our existing industrial lands for development that can bring high-quality jobs, especially manufacturing jobs. While we still have a reported surplus of industrial lands, now is the time to protect them with specific, enforceable conditions on any industrial lands in our region.

5. Raw land is the least of our issues when it comes to setting the region up for success. Land readiness on the other hand…

The urban growth report's forecast includes a very optimistic outlook on utilizing vacant office buildings and land throughout the region, notably downtown Portland. We also see vacant or nearly vacant office parks and retail areas and their accompanying large swaths of empty parking lots throughout the region. Metro should focus its policy choices and investments on (re)developing and revitalizing these areas; they already have infrastructure in place and are located in existing communities. Recent layoffs by large international corporations illustrate that worldwide business cycles and other factors influence investment decisions, not land supply.

Even with the optimistic and arguably inflated job growth forecast, the urban growth report notes there is a surplus of industrial land even assuming the high growth scenario. We have heard for well over a decade that land readiness - bringing land to Tier 1 - is a main challenge for local jurisdictions. We also know that multiple cities and towns are faced with budget issues, whether it's structural budget deficits like Washington County and City of Portland or whether it's smaller towns that are seeking a larger revenue base like the City of Sherwood.

1000 Friends of Oregon understands and sympathizes with the funding and financing challenges local jurisdictions face when bringing land to Tier 1 readiness and maintaining this infrastructure. It's a motivating force behind our advocacy to work with our statewide membership to secure infrastructure dollars for housing construction (SB 1530 (2024), Senator Kayse Jama; HB 4134 (2024), Representatives Elmer, Gomberg, and Helfrich; and a housing project revolving loan fund (championed for multiple sessions by State Representative Pam Marsh), and to bring main street revitalization funds to towns across Oregon, especially for smaller jurisdictions.

What we know is that adding raw land doesn't pencil for local jurisdictions. What may seem like a revenue boon comes with newer, significant expenses: brand new sewer, water, fiber optic cables, roads, lighting. Suddenly, the city is back in the same predicament it started in: budget shortfalls. We are committed to working with cities and towns on real solutions to funding and financing for land readiness and core public services that are paramount to enhancing our quality of life for all Oregonians. We hope we can count on Metro's leadership to daylight the real problems and real solutions to this challenge.

***

We appreciate Metro Council and staff's time in assembling the draft urban growth report's forecasts, presenting to multiple stakeholder groups, and offering an open line of communication throughout the process. None of us know what the future holds in store; tomorrow is just a rumor after all. But, 1000 Friends of Oregon is committed to working with our statewide membership to choose land conservation and development approaches - policy decisions and funding and financing strategies - to create a future that we are proud and excited to live in.

We are available to meet Metro Council and staff to discuss these key takeaways. We are also happy to host Metro Council or staff in meetings with our partner organizations who are committed to creating a better future for all residents, now and into the future.

Sincerely,



Samuel Diaz
Executive Director

Miriam Hanes

From: Eryn Kehe
Sent: Friday, August 23, 2024 10:43 AM
To: Miriam Hanes
Subject: FW: [External sender]5 Takeaways on Draft Urban Growth Forecast from 1000 Friends of Oregon
Attachments: 2024 August - 1000 Friends of Oregon Comment on Metro's Draft Urban Growth Forecasts.pdf

We can accept this late.

Eryn Deeming Kehe, AICP | Metro | Urban Policy and Development Manager
My gender pronouns: she her, hers | [redacted]

From: Sam Diaz <[redacted]>
Sent: Friday, August 23, 2024 10:39 AM
To: Marissa Madrigal <[redacted]>; Kristin Dennis <[redacted]>; Catherine Ciarlo <[redacted]>; Malu Wilkinson <[redacted]>; Eryn Kehe <[redacted]>; Ted Reid <[redacted]>
Cc: Mary Kyle McCurdy [redacted]
Subject: [External sender]5 Takeaways on Draft Urban Growth Forecast from 1000 Friends of Oregon

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good morning and happy Friday Marissa, Kristin, Catherine, Malu, Eryn, and Ted,

I wanted to personally send you 1000 Friends of Oregon's 5 takeaways on the draft urban growth forecast. I've been told the urban growth report isn't a policy decision by itself, but may be used to inform future policy and funding decisions. We hope these 5 takeaways can be helpful in shaping actions to create the best future possible for residents of our region.

More than happy to head to Metro or have you here at the 1000 Friends of Oregon office to chat through these takeaways and hear your perspective. Just let me know if you'd like to schedule something.

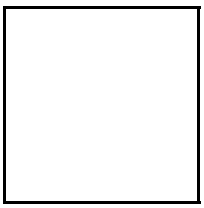
Thanks so much for your service.

Sincerely,
Sam Diaz
Executive Director

1000 Friends of Oregon
Pronouns: he/him

Office: [redacted]

Direct: [redacted]



Support a beautiful, bountiful Oregon for generations to come…*join us today*!

Miriam Hanes

From: Charlie Digregorio <[redacted]
Sent: Tuesday, July 23, 2024 3:20 PM
To: Metro 2040
Subject: [External sender]Zoom Meeting Commentary
Attachments: Metro Letter UGB.docx

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Please accept the attached letter for the record due to my absence from the zoom meeting.

Thank you, Charlie Digregorio

July 23, 2024

Attn: Urban Growth Management Team

METRO

600 NE Grand Avenue

Portland, OR 97232

Sent Via Email – [redacted]

RE: Sherwood West UGB Expansion Plan Support

To Whom It May Concern:

As a former property owner in the Sherwood West area, and in agreement with relatives who still own properties there, this letter is in strong support of the Metro Council's efforts to reasonably expand the UGB. Recommendations from the Urban Growth Report findings are clear. After years of arduous studies and extremely detailed analyses, the Metro Council must finally act on next step growth management decisions.

A great deal of preparation and investment has been made in the Sherwood West area to accommodate necessary housing growth and affordability. The list of improvements in recent years is lengthy. Likewise, economic and job growth go hand-in-hand with future essentials. It is long past time to adopt the completed concept plan for proposed expansion within the presently designated urban reserve area. Anything less, as suggested by self-serving community members like the Sherwood Farm Alliance, would be a further irresponsible obstruction to the realities of future progress.

In place of my attendance at the upcoming Zoom meeting, thank you for including the above comments as a matter of record.

Sincerely,

Charles Digregorio

[redacted]

Portland, OR 97239

To: Metro

My name is Peter Dinsdale.

I was raised in Sherwood and my family's agriculture business is on the edge of the proposed UGB expansion area.

I am a supporter of the West of Sherwood Farm Alliance.

We were shocked and dismayed when Metro Councilor Juan Carlos Gonzalez announced his support for the controversial proposed Sherwood UGB expansion earlier this month.

By doing that, he made it perfectly clear that he doesn't have the slightest interest in the information, analysis, and values of the people who live here, or possibly from anyone, anywhere in the region.

In 2021, people in and around Sherwood responded to an online survey about this proposed UGB expansion.

84% of the respondents agreed, with this statement:
"*The Sherwood city council should NOT expand the city and* [should instead] *preserve natural areas and farmlands in the Sherwood West area*."
About 75% of respondents agreed strongly.

Let me repeat those numbers: 84% opposed the expansion and 75% strongly. That was the same result from a survey taken five years earlier.

Before you dismiss this opposition as the sentiments of a bunch of NIMBYs, you might consider some of the facts that we have been presenting to you at your monthly meetings:

FACT: Housing will be unaffordable to the people taking the jobs in the expansion area, causing more commuting, heavier traffic on our already burdened roads, and more pollution, which will NOT help in reducing greenhouse gas emissions.

FACT: Metro approved a UGB expansion in 2017, at Sherwood's request to build a new High School on 82 acres, based on projections of soaring enrollment. Today, after spending $248 million in tax dollars, the School District's consultants expect enrollment to decline within seven years.

FACT: The expansion will cause the loss of some of the best farm and forestland in the world. The result will be the loss of countless agricultural jobs and damage to Chicken Creek, which helps maintain the water quality in the nearby National Wildlife Refuge.

We are counting on you - unlike Councilor Gonzalez - to actually listen to the citizens, hear the facts, and reach an independent judgment.

Thank you for your service.

Peter Dinsdale

Miriam Hanes

From: Julie Horowitz <[redacted]>
Sent: Wednesday, August 21, 2024 5:22 PM
To: Metro 2040
Subject: [External sender]2024 Sherwood UGB decision
Attachments: Metro Peter Dinsdale.docx

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To Whom it Concerns,

I am a citizen of Sherwood and have attached my letter opposing the UGB expansion in Sherwood OR

Peter Dinsdale

Miriam Hanes

From: Shannon Dittler <[redacted]>
Sent: Tuesday, June 4, 2024 6:42 AM
To: Metro 2040
Subject: [External sender]Urban Growth Boundary.

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hell no, I don't want it to get larger. That is exactly what people who have moved here want. They want to make it larger so they can snatch up those investment properties.
People from outside of Oregon came here with their deep pockets to buy up Portland and make it grow.
We the people of Oregon don't need their deep pockets and wealth. Portland laws were put in place long ago by people with the foresight to realize people would want to do this to our GEM.
Hell no, tell them go invest elsewhere. Portland is perfect the way it is.

Miriam Hanes

From: Farmland First [redacted]
Sent: Sunday, August 18, 2024 9:46 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Testimony in opposition to Sherwood expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern:

Our nonprofit organization, Farmland First, is writing to convey our strong opposition to the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres.

This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes.

In 2022 Metro projected Sherwood would grow by a scant 3% over the coming decades. The Sherwood School District has forecasted enrollment for the new high school will begin to DECLINE in 2027. Sherwood has enough vacant land to accommodate new housing and jobs for years to come, when planned and developed wisely.

The types of industry that are planned are land-extensive, taking up farmland despite the drastic decline in farmland in the county and natural resource land despite the fact that only 15% of original significant natural resources remain in the county. It is a red herring to state that the goal is to increase the number of residents who work in the city - that correlation is not necessary for a functioning city, especially one in Metro where many people work in one city and live in another. If the city lacks jobs, it may be of its own making because it recently approved many expensive homes. It should not be rewarded for poor planning. And the type and extent of industry proposed is expensive to provide with infrastructure and services, yet there is no Taxpayer Impact Statement on the costs.

Farmland First stands with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,
Nellie McAdams
Farmland First

Miriam Hanes

From: Brian Fields [redacted]
Sent: Wednesday, July 24, 2024 3:46 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Comments from Brian Fields on Sherwood West expansion proposal
Attachments: Brian Fields Sherwood UGB expansion Metro 24Jun2024 comments.pdf

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

I would appreciate it if my attached comments are provided with the July 24 MPAC meeting packet.

Thank you,
Brian Fields
Secretary,
Eastview Road Neighborhood Association

Sherwood UGB expansion comments,
Brian Fields
Secretary, Eastview Road Neighborhood Association

I urge the Metro Council to scale back the Sherwood West Urban Growth expansion. We do not have the transportation infrastructure to support this growth. In addition, the City of Sherwood has not done any planning, not even "conceptual", to expand the capacity of Elwert Road, the only viable north south connector.

The current plans for Elwert Road are inadequate for the future growth planned.

Elwert road is serving as a regional connector. Even without bringing in additional land in the Sherwood West Urban Reserve we can expect the traffic flow to increase. With the addition of large amounts of new housing the burden on the existing road will only increase. How has Sherwood planned for increased capacity? They have not.

The Sherwood West concept plan shows the vision that Elwert road remain one lane in either direction with the addition of turn lanes. The city has repeatedly said that their vision of Elwert is that of a neighborhood street. This flies in the face of the current reality of an already overburdened regional connector, let alone showing any sense of planning for the future to accommodate a greatly increased local population. The only mention in the Sherwood West concept plan of planning for future connectivity is vague mentions of conceptional connectors. You can reference the "Transportation and Infrastructure" Section on page 101 of part 1 of the Sherwood UGB expansion proposal.

"North-South Connectivity – The concept of adding a route to enhance regional north-south connectivity will require future study. Additional feasibility and cost analysis will be

necessary. This should be considered as a long-term strategy, rather than an essential component of early stage transportation planning in Sherwood West."

But the truth is that the Sherwood West topography is not going to allow any new north south connectors. During the public outreach portion of the Sherwood West concept plan much feedback was provided to the city outlining specific complications for a north south connector west of Elwert Road. The City's own traffic modelling demonstrated that regional traffic could not be diverted from Elwert Road to any significant degree. The land is riddled with steep slopes and is bisected by Chicken Creek. In addition, the border of Sherwood West veers sharply east when you go north of Edy Road. If this hypothetical connector were built, as it moved north it would run into Rural Reserve land. Due to this a connection to Scholl's Sherwood Road to the north could not be completed. This means any road that was built would have to feed back onto Edy and Elwert, the existing transportation corridor.

There really is no choice but to improve the existing transportation corridor, but the City of Sherwood's West Concept plan does the opposite. Sherwood is proposing to move portions Elwert Road off it's current north south alignment and meander to the west, pass through two round-abouts, incur a new Chicken Creek crossing and then meander back to the Elwert Road current alignment in the north.

We have examples in the nearby region of what successful road planning would look like. The massive development to the north of Sherwood West, on Roy Rogers Road, has been accompanied by expansion of that road to 4 lanes. If you want to see aesthetically pleasing road expansion, we need only look to the improvements Lake Oswego has done on Boones Ferry Road. The road was both

improved to 4 lanes with a turn lane, but also includes attractive landscaped dividers and sidewalks. This is much like Sherwood has proposed, but with a critical difference, Lake Oswego recognized the need to increase capacity while making attractiveness an important part of their road design. Both can be done.

To be clear my point is not that Sherwood has not already solved the capacity problem prior to asking for an Urban Growth Boundary expansion. The problem is that Sherwood is not even planning for increased capacity. In fact, their public statements during the West Concept Plan outreach process indicated they want to discourage regional traffic and keep Elwert as a neighborhood street. See the description on page 227 of the submittal, in the Section title "SW Elwert Road Design Concept". Make note that the designation for much of Elwert Road is "Residential Boulevard". The is much risk if Sherwood doubles down on this approach that near term development will forestall any future capacity improvements on Elwert Road.

Their proposal to bring in the entire Sherwood West Urban reserve should be scaled way back until the City actual provides realistic transportation planning. Bringing the entire 1200 acres of Sherwood West now into the UGB is only going to compound a local a regional transportation quagmire which already exists. Sherwood needs to confront the reality that topography and the Urban Reserve boundaries themselves prevent any alternate north south connector. I encourage Meto to not approve Sherwood's ask to bring in the entire Sherwood West Urban Growth Reserve into the Urban Growth boundary.

Brian Fields
Resident of Sherwood West

MULTIFAMILY NW
The Association Promoting Quality Rental Housing

Multifamily NW
[redacted]
Tigard, OR 97224

Metro Council
600 NE Grand Ave
Portland, OR 97232

August 20, 2024

Dear Metro Council Members,

As the largest association of housing providers in Oregon, Multifamily NW is dedicated to ensuring that our communities thrive through sustainable growth and adequate housing supply. We are writing to express our strong support for the adoption of a high-growth forecast projection as you evaluate the urban growth strategy for the Portland Metro area. As you know, our region is currently navigating the consequences of a severe housing crisis, and it is imperative that we take bold, forward-thinking action to address the urgent need for housing.

Undersupply is the Root Cause of Housing Crisis

The Portland Metro area is experiencing an unprecedented demand for housing, which far exceeds the available supply. According to an alarming report by ECONorthwest, our region is already facing a housing shortage of more than 59,000 homes, with an additional need for 10,683 homes to accommodate our growing houseless population. Moreover, it projects that the region will require the construction of 294,853 new housing units over the next 20 years. These figures significantly surpass Metro's current estimates of 143,300 to 203,200 new units.

The numbers provided by ECONorthwest paint a stark picture of the housing crisis we are facing. By adopting a high-growth forecast projection, Metro can more accurately prepare for the higher-than-baseline growth that our region will (hopefully) experience. This proactive approach will enable us to meet the housing needs of our rapidly growing population, while also mitigating the affordability challenges that threaten the livability of our communities. And, if population growth does not proceed as expected, the land will not be impacted.

EXECUTIVE DIRECTOR
Gary Fisher
[redacted]

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Furthermore, residents in the Portland Metro area are facing increasing barriers to home ownership due to the affordability consequences that our undersupply has caused. If the council adopts and implements the high-growth forecast projection, home ownership will be more attainable for communities across the region.

Portland Metro Should Welcome Responsible Development

Additionally, Metro Council should shape a new policy that recognizes the low capacity for housing development inside UGB lands and the extreme need for new housing. The current estimates indicate a surplus of +9,050 units, which we believe is unrealistic given the actual deficit of -84,000 units needed inside the UGB.

Attempting to control where and how the market will adapt can have unintended consequences. Metro should avoid imposing restrictive policies that risk pushing housing developers to other U.S. markets with fewer regulatory barriers. Instead, we should focus on creating an environment that encourages development and investment in the Portland Metro area, ensuring that we remain competitive and capable of meeting our region's housing demands.

A crucial component of addressing our housing crisis is expanding the Urban Growth Boundary (UGB). By expanding the UGB, we can increase the availability of land for development, thereby helping to slow the escalating costs of housing. As we have all seen firsthand, the limited supply of land within the current UGB constrains development and drives up prices, making it increasingly difficult for residents to find affordable housing.

Expanding the UGB will not only create more opportunities for housing development but will also encourage competition, which can help slow the increase in housing costs and make living in the Portland Metro area more affordable. It is essential that we take this step to ensure that all residents have access to housing that meets their needs and budgets.

Acknowledgment of Employment Lands Considerations

While our primary focus is not directly within the commercial and industrial development sectors, we acknowledge that the availability and management of employment lands significantly impact the overall growth and sustainability of our communities. In this regard, we recommend that the Metro Council consider discounting the approximately 1,300 acres of land with slopes exceeding the 7% grade threshold, which is generally identified as the industry standard for commercial and industrial development. We have an obligation to ensure the land classified as viable truly meets the practical requirements for development.

By integrating these considerations, we believe that the Metro Council can better strategize the use of employment lands to foster balanced development, support economic vitality, and contribute positively to the community's housing and employment needs.

City of Sherwood Proposal Deserves Approval

Furthermore, Multifamily NW fully supports the City of Sherwood’s proposal for expansion without any conditions. Sherwood has demonstrated a commitment to responsible growth through a rigorous public engagement process, and we trust in their ability to understand and address their community's needs. Metro should respect the decisions made by local communities and support their efforts to grow in a way that aligns with their unique vision and values.

It is crucial to trust Sherwood's expertise and ongoing community engagement process. They are best positioned to determine how to grow reasonably and responsibly, ensuring that their expansion aligns with local needs and aspirations.

Conclusion

In conclusion, Multifamily NW strongly advocates for the adoption of a high-growth forecast projection as part of the urban growth strategy for the Portland Metro area. By acknowledging the true extent of the housing crisis, rejecting restrictive development scenarios, expanding the urban growth boundary, and supporting local initiatives, we can pave the way for a more prosperous, affordable, and sustainable future for our communities.

We appreciate the Metro Council's dedication to addressing these pressing issues, and we are confident that, together, we can create a housing strategy that meets the needs of our growing region. Thank you for considering our perspective and recommendations.

Sincerely,

Gary Fisher
Executive Director
Multifamily NW

Miriam Hanes

From: Zach Lindahl <[redacted]>
Sent: Tuesday, August 20, 2024 9:11 AM
To: Metro 2040
Subject: [External sender]Multifamily NW Public Comment on UGR
Attachments: MFNW Metro UGR Comments.pdf

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

Good Morning,

My name is Zach Lindahl, and I am the Director of Government Affairs for Multifamily NW. Our association is the largest coalition of housing providers in the state of Oregon, representing more than 275,000 units. In addition to frequent compliance training and hundreds of networking opportunities, our association advocates for common sense housing policy at all levels of government on behalf of our members. Our top priority is to keep Oregonians housed. In a time of housing crisis across the state, it is important that we consider how all policy affects both housing supply and affordability for renters.

Attached are comments Multifamily NW submitted regarding the recent Urban Growth Report. I thought I would share via this email address as well. Please let me know if you have any questions regarding our comments.

Best,

Zach Lindahl
Director of Government Affairs
Multifamily NW
[redacted]



Peter Foster

[redacted]

Sherwood, Oregon, 97140

[redacted]

8.22.2024

Metro Council

600 NE Grand Ave

Portland, OR 97232

Dear Metro Council Members,

I am writing to advocate for the inclusion of all land currently designated in the Sherwood West Growth Plan as proposed by the City, to ensure the future success of the City and the greater Community. The Sherwood West Plan is a good plan and the City's "control of the narrative" will be lost if the Plan is piecemealed in phases. We have strong interest in growth that will support diverse ranges of people who wish to live and work in our community. Sustainable growth, as championed by conservationists like myself, offers far more advantages to our community than no growth at all. History has shown us that the key to a prosperous society is not in stagnation, but in the careful and responsible use of our resources to meet the needs of the many and not just the few.

Our Project, Prodigal Sons, consists of a 'single farm restaurant' that will feed people locally, provide jobs and unique living opportunities, unlike grass seed and single crop export farmers. We have been diligently working with the City of Sherwood and the High school Ag and Culinary programs with intent to provide career opportunities and real-world skill development to the students. There are two types of landowners in our area. The first type are focused on growth opportunities and plan comprehension. The second type champion land preservation now that they built their homes where forest and farms used to be and dislike the middle and lower income folks in general.

Recently we have heard disturbing news that there is opposition to growth from several organized groups. As fact, the massive commercial farms with the most capital are not friends of Oregon's environment and financial future...

Organizations like Thousand Friends of Oregon, while well-intentioned in their efforts to preserve natural spaces, often fail to recognize the real-world impact of their policies on ordinary Oregonians. Their stance is reminiscent of Henry Thoreau's philosophy of naturalism—a perspective that prioritizes untouched wilderness over the needs of people, especially those of middle and lower incomes. Unfortunately, this approach is detrimental to the economy, creating a situation where "the few with the most" exert influence to protect their estate views at the expense of working and poor families who need affordable housing and job opportunities. If Metro is convinced not to act due to well organized and well-funded opposition groups representing s small percentage of the population, there will be no meaningful growth in Sherwood for many years to come and the fallout will be your (Metro's) failure because of wealthy numby influence.

Sherwood is a growing community with real needs. Leaving developable and well-planned land undeveloped in the name of preservation benefits a select few, but it does nothing to help the people of Sherwood diversify and thrive. Instead, we need to focus on sustainable development that balances environmental responsibility with economic growth. Responsible housing, jobs and infrastructure supports our town by allowing future generations to thrive in the area. At present, our next generation can't afford to live here and don't have enough local jobs here.

I urge Metro to consider the long-term benefits of sustainable growth over the short-term appeal of leaving land wild. Just as Roosevelt and Pinchot understood the value of managing natural resources for the benefit of all, we must adopt policies that ensure the land serves the people of Sherwood—not just those who can afford to prioritize untouched nature over community needs. The Sherwood West concept plan addresses that in a most impressive way.

Additionally, if City Council is given unfavorable conditions that stalemates the entire ask of the Urban Growth Management Decision, they could potentially withdraw and fail to have served

our community. Most will likely not be in service many years from now anyway. The application process is too costly. We would have to start the process all over again. By the time interest returns, if at all, and sites are permitted and built it will have been 8 years. Hopefully this letter gets into the right hands and Sherwood will maintain trajectory towards becoming one of Oregon's most desired places to live, for all, not just the few.

I look forward to your consideration of this critical issue and am confident that with timely and fair stewardship, we can create a future where Sherwood thrives economically, socially, and environmentally.

Thank you for your time and attention.

Sincerely,

Peter C. Foster

Owner
Memoirs LLC
[redacted]
Honolulu, HI. 96813
memoirshawaii.com

Managing Partner
Prodigal Sons LLC
[redacted]
Sherwood, OR. 97140
prodigalsons.farm

[redacted]
[redacted]

Miriam Hanes

From: Peter Foster <[redacted]>
Sent: Friday, August 23, 2024 11:32 AM
To: Metro 2040
Subject: [External sender]Urgent. Please Read
Attachments: Final Letter to Metro.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Peter Foster

19800 SW Kruger Road

Sherwood, Oregon, 97140

[redacted]

8.22.2024

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600 NE Grand Ave

Portland, OR 97232

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I look forward to your consideration of this critical issue and am confident that with timely and fair stewardship, we can create a future where Sherwood thrives economically, socially, and environmentally.

Thank you for your time and attention.

Sincerely,

Peter C. Foster

Owner
Memoirs LLC
[redacted]
Honolulu, HI. 96813
memoirshawaii.com

Managing Partner
Prodigal Sons LLC
[redacted]
Sherwood, OR. 97140
prodigalsons.farm

[redacted]
[redacted]

CLACKAMAS COUNTY

PLANNING & ZONING

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DEVELOPMENT SERVICES BUILDING
[redacted]
OREGON CITY, OR 97045

TO: Metro Urban Growth Management Team, via email [redacted]

FROM: Clackamas County Planning Staff

RE: Technical Letter of Comment Regarding the Draft 2024 Urban Growth Report

DATE: August 22, 2024

Thank you for the opportunity to comment on the Draft 2024 Urban Growth Report (UGR). We appreciate your efforts to coordinate with our team and the many conversations you have convened in developing this report.

In addition to the Clackamas County Board's letter of comment, our technical staff would like to submit to the record the below concerns, questions and requests.

First, as raised at MTAC, it is difficult to determine how the calculations were made between the appendices and the draft UGR. We request that you provide a clearer record of computation in calculating the formal figures that are the basis for tables in the UGR.

For example, Table 9, *Summary of residential growth capacity inside the UGB by housing type* (page 32) shows "low", "mid", and "high" capacity numbers for single-unit detached, middle housing, and multifamily housing types. But the note to the table says that these capacity numbers should not be totaled, "for instance, adding up high capacity for each housing type", so it is unclear how we know how much capacity exists in the UGB and how these numbers should be used to compare capacity to the projected need. While Metro staff has provided, via email, some clarity to how the numbers in this table were calculated, it remains unclear how this table relates to Table 15 (page 40) in which the expected need is compared to some amount of capacity in each of the scenarios. To that end, additional data in an appendix that clearly walks a reader through these calculations should be provided; this would not only be helpful for reviewers, but it would also lead to more confidence in the summaries and options presented in the UGR.

Buildable Lands Inventory:

- Our team would like to thank Metro Staff and Johnson Economics for the creation of the Predictive Redevelopment Model to create a supply side response to key market parameters for anticipated development and redevelopment activity (Appendix 2, Attachment A). This is an innovative resource that is working to provide one of the missing pieces of the puzzle in matching land use with the redevelopment aspects of buildable land. That said, we do have some questions about the assumptions for redevelopment. One concern is that the proforma indicates that much of our "naturally occurring" affordable housing, such as manufactured home parks and older existing apartments will be re-developed. We are concerned that some of the assumptions may not support the retention of these critical assets, thereby leading to displacement, and also may incorrectly influence the capacity estimates.

Housing Needs Analysis:

- Data on housing underproduction show inconsistencies. In 2021, ECO Northwest conducted a study, Implementing a Regional Housing Needs Analysis Methodology in Oregon that estimated housing underproduction in the Portland Metro region to be 59,488 units (Exhibit 18, p. 35). In the draft UGR, however, the estimate for housing underproduction is estimated to be 15,000 (Table 10, p. 33). Metro Staff provide a thorough methodology for calculating underproduction (Appendix 8A, p. 4), but the UGR and accompanying appendices do not provide an explanation for this discrepancy. Further, it would be helpful to have a record of specific inputs and calculations that result in the figures listed in Table 10 on p. 33 in the UGR.
- There is detailed information about the total new housing units needed in the Metro UGB by housing type (Table 14, p. 37) but there is no equity analysis in the UGR or Appendices 8 or 8A that provide a clear understanding of who the proposed housing units in Sherwood West are going to serve or how these new housing units will be used to accommodate those working in the hospitality sector of the proposed expansion area.
- Slope requirements may not equate to affordable housing. Site design and assembly adds considerable cost and discourages a site's likelihood for affordability when entering the market after construction. Further scrutiny and discussion on housing mix, particularly aspects of its affordability, should be determined and clarified in the final UGR.

Employment Land:

- Provide a clearer understanding of how slope requirements affect buildable land inventory. If slope requirements are at 7%, that would decrease buildable industrial land from 6,000 acres to 4,700 acres inside the UGB, on aggregate. If we are planning for high growth, this would change a 750-acre aggregate surplus into a 550-acre aggregate deficit (Table 19; p. 54 of draft UGR).
- Discussion on transportation and transit investment is almost completely missing in the report and accompanying Appendices; this must be developed and included in the UGR. Currently, there are no transit options in the proposed expansion area, and the closest bus in service is 2 miles away from Sherwood West. Addressing infrastructure needs and investment is critical for growth in the region.
- There may be a mismatch in what is presented in the Buildable Land Inventory (Figure 23; p. 55; Appendix 6) and what is desired when considering market factors. The current analysis presents Tier 3 land that is a minimum of 30 months from being development ready. Also noted in the UGR is that the average industrial parcel size is 3.8 acres, with a median industrial parcel size of 1.7 acres. Market factors indicate firms seek parcels that are a minimum of 5 acres and Tier 2 readiness (developable in 7 to 30 months or less). It would be useful for the analysis to break down data even further, describing the amount of land that is at least 5 acres and at least Tier 2 in readiness.

Capacity Analysis:

- Capacity allocated to unincorporated Clackamas County includes several areas that will not urbanize and develop at expected densities unless annexed into a city. Based on conversation with Metro staff, we understand that urban levels of capacity that are within the City of Happy Valley's North Carver/Pleasant Valley Plan area and planned areas outside of Oregon City are

included in the unincorporated county totals if the lands have not yet annexed to the respective cities. While staff also understands that this capacity is included as part of regional capacity for the purposes of assessing the regional urban growth boundary, we have several concerns about including this capacity in the unincorporated totals versus the cities where this urban development would happen.

a. County staff raised this issue several times throughout the development of the draft UGR and was assured that it would be addressed or at least acknowledged. Based on out reading of the draft UGR and associated appendices, it is neither addressed nor acknowledged.

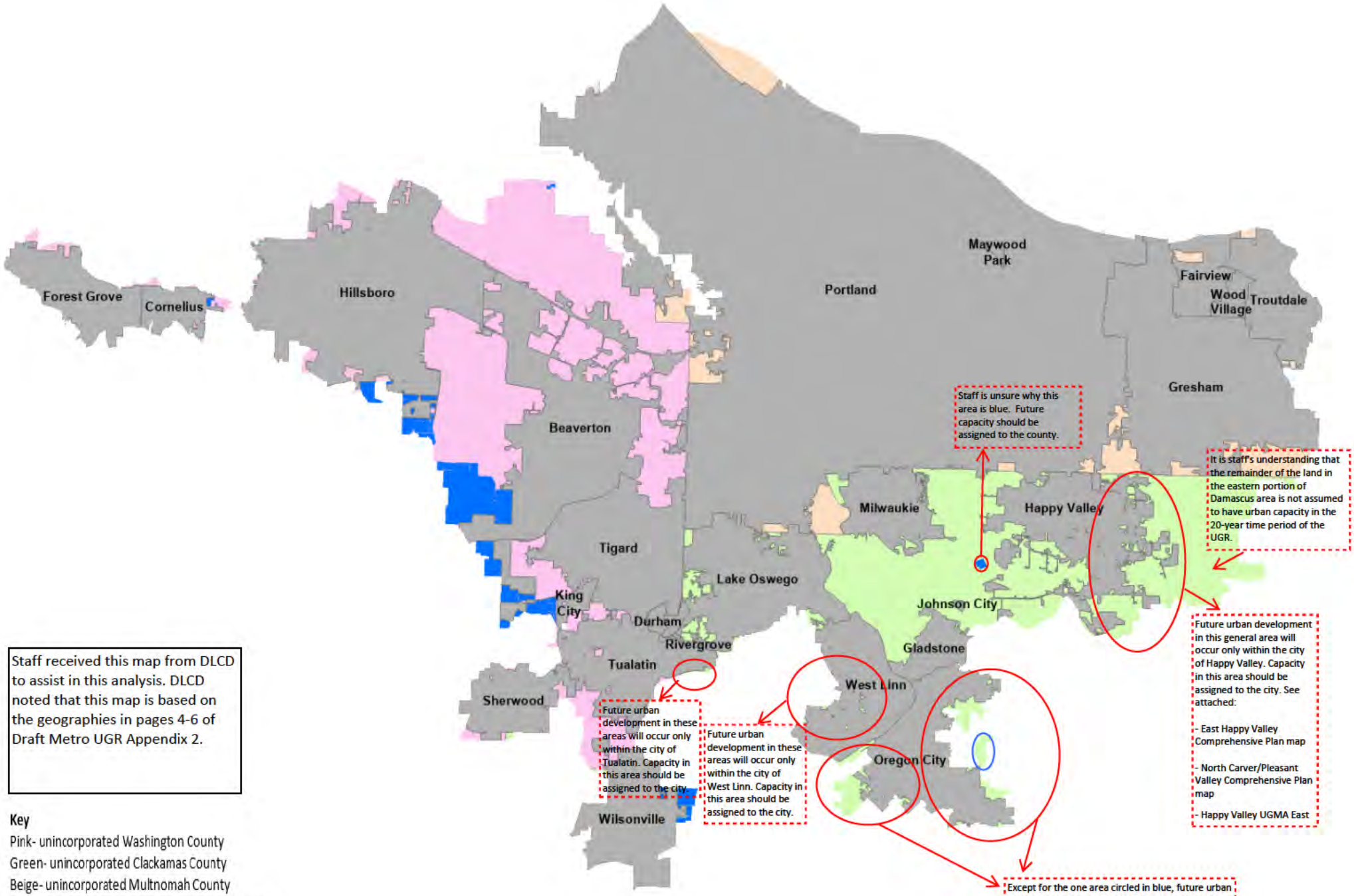
b. The urban unincorporated land (UUL) within the Metro UGB will be allocated housing targets under the new Oregon Housing Needs Analysis (OHNA) rules. Specifically, it appears from initial drafts of the OHNA methodology for allocating housing production targets, that the state will by relying on Metro's capacity analyses and ultimately Metro's distributed forecast for these housing production allocations. It is county staff's understanding that Metro's distributed forecast is at least partially based on these capacity numbers. Therefore, it is imperative that the capacity is "assigned" to the correct jurisdiction.

c. To that end, county staff has attached several maps to this letter to help Metro identify where future capacity numbers should be assigned and is happy to work with Metro staff to resolve this issue.

- The capacity analysis also overestimates capacity allocated to residential development and underestimates capacity for commercial development in some areas identified as having "mixed use", which county staff understands to mean zoning that would allow for both residential and commercial development. Specifically, in areas along McLoughlin Blvd in Clackamas County – in which the general commercial zoning also allows fairly high-density housing - it is assumed development of buildable lands will be 95% residential and 5% commercial. Little to no residential development has occurred in this location in the last several decades despite housing being allowed by zoning.

We acknowledge that completing these analyses for the region are challenging, especially in this time of constant change in housing and employment markets and new rules coming down from the state. We appreciate Metro's efforts to create an analysis that is more nuanced and market-based, rather than the simpler demand versus supply numbers that have been used in past reports, and we recognize that this approach leads to more uncertainty.

With that in mind, we would like to reiterate our Board's request to consider selecting the high growth rates for both population and employment, which will provide jurisdictions the latitude to attract more investment opportunities, meet coming housing production targets, and better be able to balance housing, employment and transportation needs.


Forest Grove
Cornelius
Hillsboro
Beaverton
Tigard
King City
Durham
Rivergrove
Tualatin
Sherwood
Wilsonville
Lake Oswego
Portland
Maywood Park
Milwaukie
Happy Valley
Johnson City
Gresham
Fairview
Wood Village
Troutdale
Gladstone
West Linn
Oregon City
Staff is unsure why this area is blue. Future capacity should be assigned to the county.
It is staff's understanding that the remainder of the land in the eastern portion of Damascus area is not assumed to have urban capacity in the 20-year time period of the UGR.
Future urban development in this general area will occur only within the city of Happy Valley. Capacity in this area should be assigned to the city. See attached:
- East Happy Valley Comprehensive Plan map
- North Carver/Pleasant Valley Comprehensive Plan map
- Happy Valley UGMA East
Future urban development in these areas will occur only within the city of Tualatin. Capacity in this area should be assigned to the city.
Future urban development in these areas will occur only within the city of West Linn. Capacity in this area should be assigned to the city.
Except for the one area circled in blue, future urban development in these areas will occur only within the city of Oregon City. Capacity in this area should be assigned to the city. See attached:
-Park Place Plan map
-South End Concept Plan map
-Thimble Creek/Beavercreek Concept Plan map
Staff received this map from DLCD to assist in this analysis. DLCD noted that this map is based on the geographies in pages 4-6 of Draft Metro UGR Appendix 2.
Key
Pink- unincorporated Washington County
Green- unincorporated Clackamas County
Beige- unincorporated Multnomah County
Blue- UGR Appendix 2 p.6 jurisdictional assignment

CLATSOP ST
CLATSOP
162ND AVE
172ND
SAGER RD
HEMRICH RD
162ND AVE
172ND AVE
SCOUTERS MOUNTAIN RD
HAGEN RD
MONNER RD
PLEASENT VALLEY PKWY
162ND AVE
MISTY DR
169TH AVE
VOGEL RD
SUNNYSIDE RD
SUNNYSIDE
TROGE RD
CROSSROADS AVE
ROCK CREEK BLVD
162ND AVE
172ND AVE
HWY 212
HWY 212
HWY 212

LOCATION



HAPPY VALLEY, OR
EST. 1965

East Happy Valley Comprehensive Plan

Existing Roads

- Arterial
- Collector

Planned Roads

- Arterial
- Collector

Zoning

- Community Commercial Center (CCC)
- RRFF5
- Employment Center (EC)
- Industrial Campus (IC)
- Institutional and Public Use (IPU)
- Mixed Commercial Center (MCC)
- Mixed Use Employment (MUE)
- Mixed Use Residential - Attached (MUR-A)
- MUR-M1 (Mixed Use Residential MultiFamily)
- MUR-M2 (Mixed Use Residential Multifamily)
- MUR-S (Mixed Use Residential Single Family)
- R-5 (Residential 1 Unit/5,000 SF. Ft.)
- R-7 (Residential 1 Unit/7,000 Sq.Ft.)
- R-10 (Residential 1 Unit/10,000 Sq.Ft.)
- R-15 (Residential 1 Unit/15,000 Sq.Ft)
- R-20 (Residential 1 Unit/20,000 Sq.Ft.)
- R-20 (Residential 1 Unit/20,000 Sq.Ft.)
- Single-Family Attached Residential (SFA)
- Comprehensive Plan Boundary

0 0.07 0.15 0.3 Miles

Date Saved: 9/28/2022

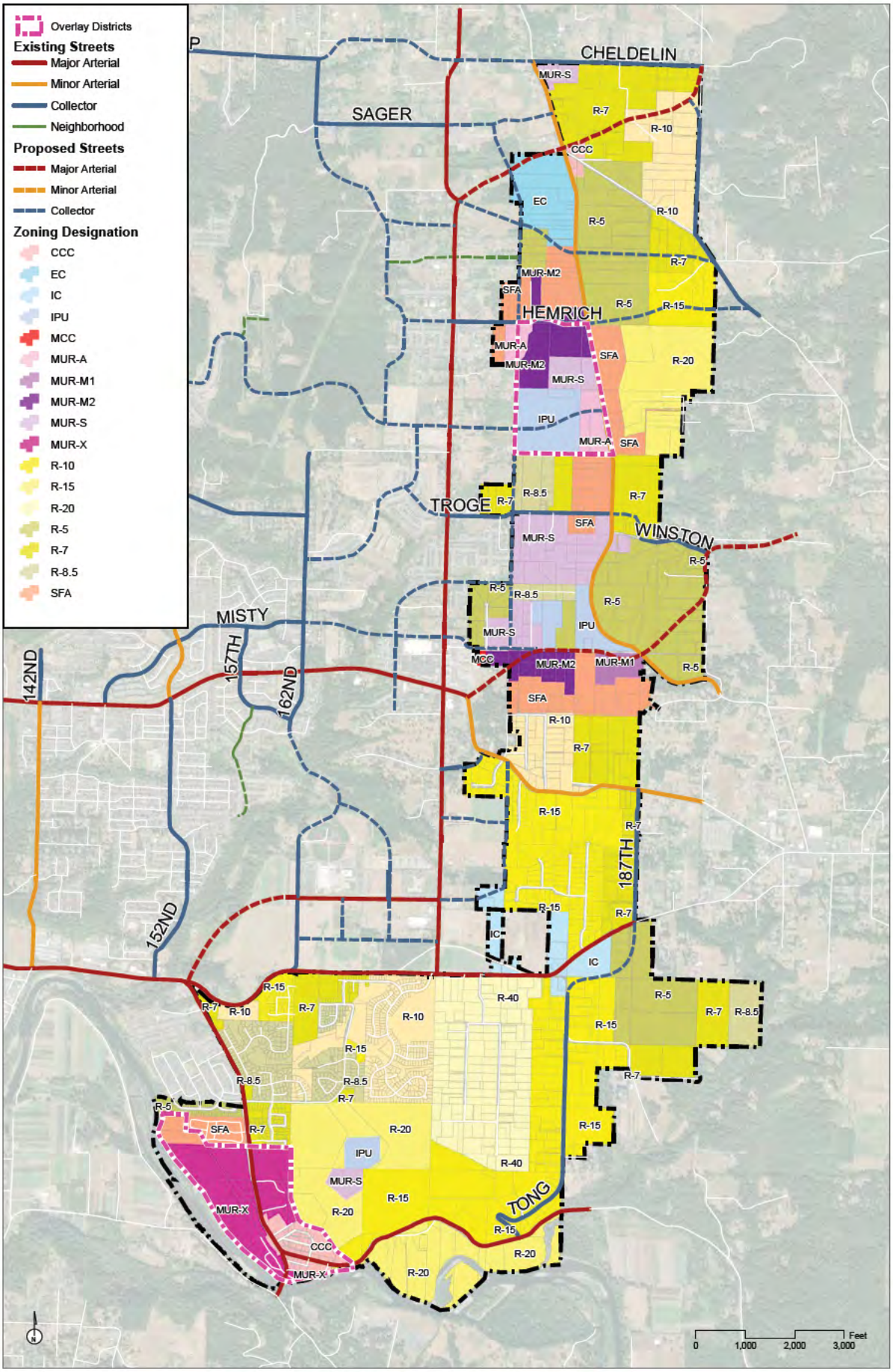
Source: Data from Clackamas County GIS & Metro Data (2021)

The information on this map was derived from digital databases from the City of Happy Valley. Care was taken in the creation of this map but it is provided "as is". The City of Happy Valley cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Although information from Land Surveys may have been used in the creation of this product, in no way does this product represent or constitute a Land Survey. Users are cautioned to field verify information on this product before making any decisions.

This document has been reproduced from the East Happy Valley Comprehensive Plan Map updated February 7, 2009.

City of Happy Valley G:\Maps\Maps For Planning\2022 Planning maps\Long Range maps\EHVCP September 2022\EHVCP September 2022.aprx

Figure 23. Zoning Map



004680

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CITY OF HAPPY VALLEY/CLACKAMAS COUNTY

URBAN GROWTH MANAGEMENT AGREEMENT

This Urban Growth Management Agreement ("UGMA" or "Agreement"), by and between the City of Happy Valley, an Oregon municipal corporation ("City") and Clackamas County, a political subdivision of the State of Oregon ("County") (collectively, the "Parties," and each individually a "Party").

RECITALS

WHEREAS, authority is conferred upon local government under ORS 190.010 to enter into an agreement for the performance of functions and activities that the local government, its officers or agencies has authority to perform; and

WHEREAS, the City and the County have a common interest in coordinated comprehensive plans, compatible land uses and coordinated planning of urban facilities within the Happy Valley Urban Planning Area East ("HVUPAE"), as described in Exhibit A to this Agreement; and

WHEREAS, the exchange of information should concentrate on issues that may have a significant impact on either Party and should not entail cumbersome procedural requirements that may increase the time necessary to expedite decision making; and

WHEREAS, OAR 660-003-0010 requires management plans for unincorporated areas within an urban growth boundary to be set forth in a statement submitted to the Land Conservation and Development Commission ("LCDC") at the time of acknowledgement request; and

WHEREAS, OAR 660-011-0015 requires an urban growth management agreement to specify the entity responsible for the preparation, adoption and amendment of the public facility plan(s); and

WHEREAS, the City and County previously entered into an urban growth management agreement on January 30, 1992, and amended on June 19, 2001, and subsequently amended on November 18, 2013 for areas to the west and southwest of the existing City of Happy Valley (extending to the Veterans Memorial Highway), which is hereby referred to as the "UGMA WEST" and is a separate urban growth management agreement from this Agreement, which is hereby referred to as the "UGMA EAST".

Clackamas County Official Records
Sherry Hall, County Clerk
Commissioners' Journals
Agreements & Contracts

2021-0580

12/02/2021 2:06:29 PM

NOW THEREFORE, the Parties agree as follows:

AGREEMENT

1. Definitions.

As used in this Agreement, the following words shall mean or include:

1.1 Comprehensive Plan. Any plan document as described in ORS 197.015(5) that is adopted by a Party and that applies within the HVUPAE.

1.1.1 City Comprehensive Plan. The City of Happy Valley Comprehensive Plan.

1.1.2 County Comprehensive Plan. The Clackamas County Comprehensive Plan.

1.2 Land Use Policies. The whole or any part of any comprehensive plan, subarea comprehensive plan, Title 16 of the City's Municipal Code ("Development Code"), the Clackamas County Zoning and Development Ordinance ("ZDO"), refinement plan, public facility plan developed under OAR Chapter 660, Division I, land use regulation as defined by ORS 197.015(11), or any other generally applicable policy regulating the use or development of land. As applied to Metro, "Land Use Policies" include Planning Goals and Objectives, Regional Urban Growth Goals and Objectives, Functional Plans, and Regional Framework Plans.

1.3 Happy Valley Urban Planning Area East ("HVUPAE"). The HVUPAE includes unincorporated land within the Portland Metropolitan Urban Growth Boundary ("UGB") located generally east of 172nd Avenue and west of 222nd Avenue, as illustrated on the map attached as Exhibit A to this Agreement.

2. Terms of this Agreement.

2.1 This UGMA EAST becomes effective as specified under Section 8.3, below, and shall continue thereafter for an initial term of 10 years, unless terminated as provided in this Section or modified consistent with Section 8.4. This Agreement automatically renews for one additional 10-year term unless, not later than 90 days prior to the expiration of the initial term of this UGMA, one of the Parties provides the other Party with written notice that it does not wish to renew the UGMA EAST, in which case this UGMA will automatically terminate upon completion of the initial 10-year term. Either Party may terminate this agreement at any time after providing at least 90 days written notice to the other Party.

3. General Provisions.

3.1 General Planning and Permitting Responsibilities

3.1.1 Comprehensive Plan/Zoning Designations and Amendments. The County Comprehensive Plan and zoning shall apply to all unincorporated land within the HVUPAE until such time as those lands are annexed into the City. Unless

otherwise provided by law, the development of a comprehensive plan map amendment or zone change for the unincorporated areas within the HVUPAE shall be a coordinated joint effort of the Parties. The County shall be responsible for preparing and making a decision on all legislative and quasi-judicial comprehensive plan amendments/zone changes for areas within the HVUPAE not annexed to the City in coordination with the City and consistent with state law and the Metro Functional Plan. The City shall have the unrestricted right to review, comment on and appeal all legislative and quasi-judicial comprehensive plan amendments/zone changes processed by the County within the HVUPAE.

3.1.2

Land Use Permitting Authority. The County Comprehensive Plan and land use regulations shall apply to an application for a permit or other land use review within the HVUPAE not annexed to the City. County shall retain responsibility and authority for all implementing regulations and land use actions for all unincorporated lands within the HVUPAE, until lands are annexed to the City.

For properties that annex into the City of Happy Valley in the HVUPAE, the City shall apply the underlying County Plan and zone provisions in accordance with the procedural framework of the City's Municipal Code until the City has adopted urban City Comprehensive Plan designations and zoning districts for the HVUPAE.

3.1.3

Urban Plan Development. The Parties agree that the City shall be responsible for developing and adopting an urban Comprehensive Plan and zoning districts for areas that do not currently have urban designations within the HVUPAE, per Section 4 of this Agreement.

3.1.4 Land Divisions. Land divisions that would create parcels smaller than 20 acres in size shall not occur within lands with a Rural Comprehensive Plan designation within the HVUPAE.

3.2 Annexation.

3.2.1 Conditions Requiring Annexation. The owner(s) of property adjacent to the City (including by extension of a public right-of-way or body of water, per the City's annexation policies), who are seeking access to City-provided services (for example, Planning, Engineering, or Building Division permits) may be required to submit an annexation petition to the City.

3.2.2 Annexation Consent. At the discretion of the Board of County Commissioners ("Board"), the County may provide consent for annexations, when such consent is required per ORS 222.170 or ORS 222.125 for properties utilizing county right-of-way for an annexation, if city agrees to accept the transfer of the section of the roadway being used to access the annexed property.

3.2.3 Annexation Plan. Any City-initiated Annexation Plan shall be developed consistent with applicable state and regional laws. Opportunity shall be provided

to citizens, the County, active Citizen Planning Organizations ("CPOs") and affected service providers to review and comment on the Annexation Plan prior to any annexation election. Annexation Plan(s) will include development of public facilities plan(s) for the Annexation Plan area(s).

3.3 Public Facilities.

3.3.1 Public Facilities Plans. Except as identified in Section 4, the City shall coordinate the preparation or amendment of public facilities plans within the HVUPAE as may be required by OAR Chapter 660, Division 11 (Public Facilities Planning) and applicable sections of ORS Chapter 195 with the appropriate service providers. Upon annexation, an area within the HVUPAE shall be provided with public facilities services through a combination of City-provided services and by way of Intergovernmental Agreements ("IGAs") with applicable service providers, which may include the following: sanitary storm services – Water Environment Services "WES"); water service providers – Sunrise Water Authority, Clackamas River Water; county road services – Clackamas County Department of Transportation and Development; fire prevention services – Clackamas Fire District No. 1; services related to the provision and maintenance of open space – Metro; mass transit services – Tri-Met; and, school facility planning – North Clackamas School District No. 12, Gresham-Barlow School District, and Centennial School District.

3.3.2 New Service Districts. County shall not form any new county service districts to serve any areas within the HVUPAE, nor shall it support the annexation of any land within the HVUPAE to any such districts or to any other service districts without the prior written consent of the City.

4. Planning for Urbanization of Rural Lands in the HVUPAE.

4.1 Planning authority. The City shall be responsible for planning for any future urbanization of rural lands within the HVUPAE. The urbanization of rural lands within the HVUPAE will only occur upon annexation to the City. The City shall coordinate with the County Planning Division and other relevant County Department of Transportation and Development ("DTD") staff regarding future urban planning and development activities and the transportation network in the HVUPAE. County staff shall be invited to participate in the proceedings of all relevant Technical Advisory Committees in the review of urban plans within the HVUPAE. The City shall notify and coordinate with the County on amendments to the City's Transportation System Plan ("City TSP").

4.2 Land use and transportation planning in the HVUPAE. Building off existing studies and previously completed planning work, the City of Happy Valley and the County will develop the following planning documents for the HVUPAE:

4.2.1 Integrated Land Use and Transportation Plans (Urban Plans):
The City may create detailed, integrated land use and transportation plans for "phases," or portions of the HVUPAE that the City determines are of sufficient size to phase development and urban service provision in a cost-effective and efficient manner. These plans shall include all elements required for a full urban

comprehensive plan for the selected area.

4.2.1.1 Coordination: All integrated land use and transportation plans shall be coordinated with the County to ensure consistency with County transportation plans and other planning in adjacent unincorporated rural areas. The City shall lead this planning undertaking with County coordination and participation in all relevant committees.

4.2.1.2 Notification: The City shall notify the County Planning Director prior to the initiation of each phase of urban land use and transportation planning. Notification shall, at a minimum, include a map of the area to be planned and an estimated timeframe for adoption of an urban plan.

4.2.1.3 Providing Employment Land: The City and County recognize the importance or providing employment land to support stronger economic growth in the County and will work together to identify opportunities to provide such lands in the HVUPAE, to potentially include employment areas different than those identified as Metro Title 4 lands.

4.2.1.4 Providing Affordable Housing Opportunities: The City and County recognize the importance or providing land for the development of affordable housing in the County and will work together to identify opportunities to provide such lands in the HVUPAE.

4.2.2 Clackamas County Transportation System Plan ("County TSP"): An update of the County TSP will be developed for the Metro UGB area illustrated within Exhibit A beyond (east of) any areas inside the HVUPAE that are not part of an integrated land use and transportation plan that is adopted or actively being completed by the City. The County TSP update will plan for transportation improvements necessary to serve travel patterns that are expected in the future in and adjacent to the HVUPAE including, without limitation, those areas within the Metro UGB but outside the HVUPAE.

4.3 State Highway System Improvements. The City and County recognize the importance of working with the Oregon Department of Transportation ("ODOT") to ensure that state transportation facilities be built/improved to accommodate expected population and employment growth in the HVUPAE and will utilize any subsequent land use and transportation plans to advocate for the timely development of the Sunrise Highway.

5. Other City Responsibilities.

5.1 Functions. All functions relating to the subject matter of this Agreement not specifically listed in this Section or any Exhibit as being the responsibility of the City will remain the responsibility of County. City shall be responsible for the timely and effective distribution to County of studies, information, requests, data and personal communications in City's possession on any matter concerning coordination between the City and County and/or regarding any infrastructure or policy issues coordinated by County.

5.2 Road Jurisdiction, Transfer and Condition. The City shall assume jurisdiction of the full width of any applicable segment of County road classified by the County as minor arterial, collector, connector, or local street that is within or immediately abutting an area annexed to the City within one year of the date of that annexation, assuming all provisions detailed below have been met. The transfer and assumption of jurisdiction shall be consistent with the provisions of ORS 373.270.

Concurrent with the date that a road is transferred, the County will upgrade the roadway or provide funds equivalent to the cost of a two-inch overlay over the existing pavement area, unless the road has a Pavement Condition Index (PCI) rating of 70 or higher, or the Parties mutually agree that overlay funds are not necessary for transfer. Alternatively, if a roadway or roadway section has a PCI of 50 or less, the City will only accept said roadway once a PCI of 70 or higher is achieved by the County or the Parties mutually agree upon a funding level equivalent to upgrading of the roadway to a PCI of 70 or higher.

5.2.1 For any County minor arterial, collector, connector or local street within the City boundary that is being transferred, but subsequent to annexation, the County shall allow improvements to be constructed to City standards and defer permitting authority to the City. The City shall issue all appropriate permits directly to the developer.

5.2.2 For any improvements to a County major arterial road within the City boundary, the County shall determine if City standards along the major arterial are acceptable to the County and do the following:

A. If the City standards are acceptable to the County, the County shall allow all improvements to be constructed to City standards. The County shall issue all appropriate permits with City concurrence.
B. If the proposed cross section standards are not acceptable to the County, the County shall require those improvements to be constructed to County standards. The County shall issue all appropriate permits.

5.3. City Notice to and Coordination with the County and CPOs.

5.3.1. The City shall provide notice to the County and the appropriate active CPOs at least 20 days prior to the first public hearing on all proposed annexations or extraterritorial service extensions into unincorporated areas.

5.3.2. The City shall provide notice to the County at least 20 days prior to the first scheduled public hearing on all proposed legislative changes to the City Comprehensive Plan or any quasi-judicial hearings regarding properties adjacent to unincorporated areas within the HVUPAE.

5.3.3. The City shall notify and coordinate with the County on amendments to the City TSP.

5.3.4. City shall provide notice and a service-provider comment letter to the applicable County Department in conjunction with the City's review of any land use application or building permit in which the proposed development activity might affect County facilities.

6. Other County Responsibilities.

6.1. County Notice to and Coordination with the City for Lands in HVUPAE.

6.1.1. The County shall provide notice to the City at least 20 days prior to the first scheduled public hearing on all proposed legislative changes to the County Comprehensive Plan text, implementing ordinances or other land use policies affecting land within the HVUPAE, and shall provide notice to the City at least 20 days prior to the first scheduled quasi-judicial public hearing regarding any properties adjacent to the City's incorporated area.

6.1.2. The County shall provide notice to the City at least 20 days prior to a staff decision on any Type II application for administrative action as provided in the ZDO for property within the HVUPAE.

6.1.3. The County shall notify and invite City staff to participate in or comment on all pre-application meetings for design review, conditional use permits, partitions, subdivisions or other significant development proposals within unincorporated areas of the HVUPAE at least 15 days prior to any such meeting.

6.1.4. Any amendments proposed by the County to the UGB within one mile of the HVUPAE will be reviewed jointly by the City and the County prior to submission to Metro.

6.1.5. In any County land use proceeding affecting property within the HVUPAE, the County shall enter all written comments received from the City into the public record and shall consider such written comments in the exercise of its planning and plan implementation responsibilities.

7. Mutual Indemnification

7.1 Subject to Article XI of the Oregon Constitution and ORS 30.260 to 30.300, the City will hold harmless, defend and indemnify the County, its elected officials, officers, and employees, for and against any claims or damages to property or injury to persons, resulting in whole or part from City's acts or omissions in performing any obligations under this Agreement.

7.2 Subject to Article XI of the Oregon Constitution and ORS 30.260 to 30.300, the County will hold harmless, defend and indemnify the City, its elected officials officers and employees for and against any claims or damages to property or injury to persons, resulting in whole or part from the County's acts or omissions in performing any obligation under this Agreement.

8. General Provisions.

8.1 Applicable Law. This Agreement shall be governed by Oregon law, without giving effect to the conflict of law provisions thereof, and the Parties agree to submit to the jurisdiction of the courts of the State of Oregon.

8.2 Insurance Coverage.

8.2.1. Commercial General Liability Insurance. Each of the Parties shall obtain and maintain at all times during the course of this Agreement commercial general liability insurance coverage pursuant to Oregon Tort Claims Act and subject to the limits of the Act covering Bodily Injury and Property Damage on an "occurrence" form in the amount of not less than $1 Million per occurrence/$2 Million general aggregate for the protection of the other Party, its officers, elected officials and employees. This coverage shall include Contractual Liability insurance for the indemnity provided under this Agreement.

8.2.2. Notice of Cancellation. There shall be no cancellation, material change, exhaustion of aggregate limits or intent not to renew any Party's insurance coverage contemplated by this Agreement without 60 days written notice to the other Party. Any failure to comply with the provision will not affect the insurance coverage provided to the Party. The 60-day notice of cancellation provision shall be physically endorsed on to the policy.

8.2.3. The County may self-insure to meet the minimum insurance requirements of this Section 8.2, to the extent that it maintains a self-insurance program that complies with the insurance requirements applicable under this Section 8.2.

8.3 Effective Date and Term. This Agreement shall become effective on the last date signed below and shall continue in effect according to its Terms.

8.4 Amendment. This Agreement may be amended at any time consistent with Section 8.9 below.

8.5 Assignment. Except as otherwise provided herein, the Parties may not assign any of their rights or responsibilities under this Agreement without prior written consent from the other Party, except that a Party may delegate or subcontract for performance of any of their responsibilities under this Agreement.

8.6 Dispute Resolution.

8.6.1. Subject to mutually agreed upon extensions of time in writing, failure or unreasonable delay by any party to substantially perform any material provision of this agreement shall constitute default. In the event of an alleged default or breach of any term or condition of this agreement, the Party alleging such default or breach shall give the other Party not less than 30 days written notice specifying the nature of the alleged default and the manner in which the default may be cured satisfactorily. During this 30-day period, the Party shall not be considered in default for purposes of termination or instituting legal proceedings.

8.6.2. The Parties shall first attempt to resolve the dispute by negotiation, followed by mediation, if negotiation fails to resolve the dispute.

8.6.3. Step One: (Negotiation). Each Party will select one or more person(s) to negotiate on behalf of the entity they represent. Those person(s) shall then meet and attempt to resolve the issue. If the dispute is resolved, there shall be a written determination of such resolution, signed by a representative of each Party and ratified by the governing bodies that shall then be binding.

8.6.4. Step Two: (Mediation). If the dispute cannot be resolved within thirty (30) days at Step One, the Parties may submit the matter to mediation. The Parties shall attempt to agree on a mediator. If they cannot agree, the Parties shall request a list of five (5) mediators from an entity or firm providing mediation services. The Parties will attempt to mutually agree on a mediator from the list provided, but if they cannot agree, each Party shall select one (1) name. The two selected shall select a third person who shall serve as the mediator. The common costs of mediation borne equally by the Parties with each bearing its own costs and fees. If the issue is resolved at this step, a written determination shall be signed by each Party and approved by the governing bodies.

8.6.5. Step Three (Legal Action). If the dispute remains unresolved following mediation, the Parties may seek remedy by appropriate proceedings filed in Clackamas County Circuit Court. In any such judicial proceeding, each Party shall be responsible for its own costs and fees.

8.7 Execution in Counterparts. This Agreement may be executed in any number of counterparts, each of which may be executed by any one or more of the parties hereto, and all of such counterparts shall constitute one Agreement. Counterparts of executed signature pages may be attached to any one or more counterparts of this Agreement. To facilitate execution of this Agreement, the Parties may execute by facsimile or e-mail transmission counterparts of the signature pages.

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8.8 Severability. In the event a court of competent jurisdiction deems any portion or part of this Agreement to be unlawful or invalid, only that portion of part of the Agreement shall be considered unenforceable. The remainder of this Agreement shall continue to be valid.

8.9 Entire Agreement. This Agreement constitutes the entire agreement between the Parties and supersedes any prior oral or written agreements or representations relating to the HVUPAE. No waiver, consent, modification or change of terms of this Agreement shall bind the Parties unless in writing and signed by each party.

8.10 Non-Exclusive Rights and Remedies. Except as otherwise expressly provided herein, the rights and remedies expressly afforded under the provisions of this Agreement shall not be deemed exclusive and shall be in addition to and cumulative with all rights and remedies otherwise available at law or in equity. The exercise by either Party of any one or more of such remedies shall not preclude the exercise by it, at the same or different times, of any other remedies for the same default or breach, or for any other default or breach, by the other Party.

8.11 Debt Limitation. This Agreement is expressly subject to the debt limitation of Oregon counties set forth in Article XI, Section 10, of the Oregon Constitution, and is contingent upon funds being appropriated therefore. Any provisions herein which would conflict with law are deemed inoperative to that extent.

8.12 Waiver. The failure of either Party to enforce any provision of this Agreement shall not constitute a waiver by such Party of that or any other provision.

8.13 Interpretation. The titles of the sections of this Agreement are inserted for convenience of reference only and shall be disregarded in construing or interpreting any of its provisions.

8.14 No Third-Party Beneficiary. Neither Party intends that this Agreement benefit, or create any right or cause of action in, or on behalf of, any person or entity other than the County or the City.

8.15 Notices. All notices or other communications required or permitted under this Agreement shall be in writing, and shall be mailed or sent by scanned document (e-mailed) or faxed with hard copy to follow by post, addressed as follows:

To City: City of Happy Valley
Economic & Community Development Department
16000 SE Misty Drive
Happy Valley, OR 97086

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To County: Clackamas County Planning & Zoning Division
150 Beavercreek Rd.
Oregon City, OR 97045

IN WITNESS WHEREOF, the respective Parties have caused to be signed on their behalf and enter into this Agreement on the last date indicated below.

CITY OF HAPPY VALLEY

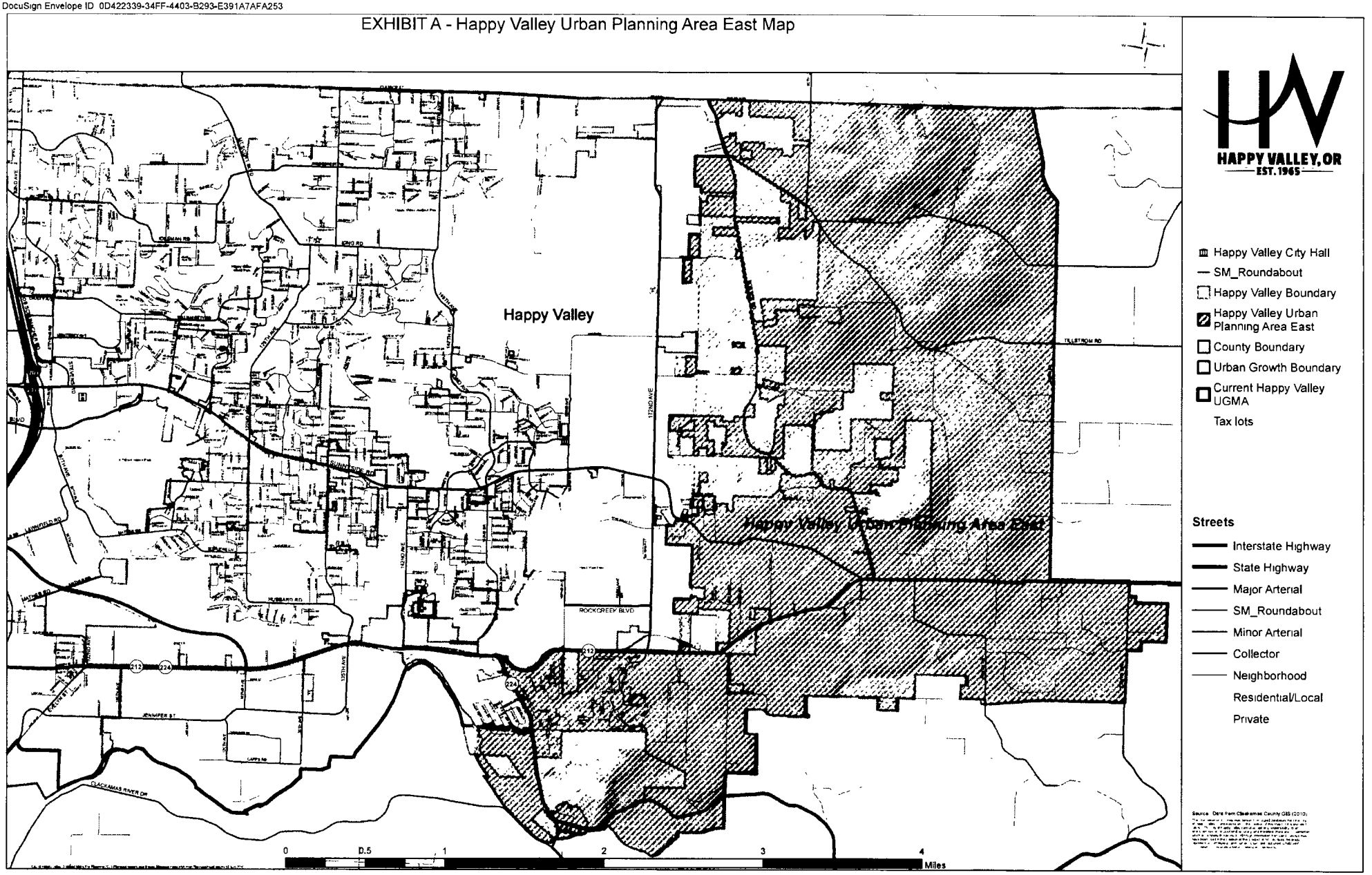
By DocuSigned by: Tom Ellis 10F80C7CEFCD433 Date 10/26/2021
Mayor

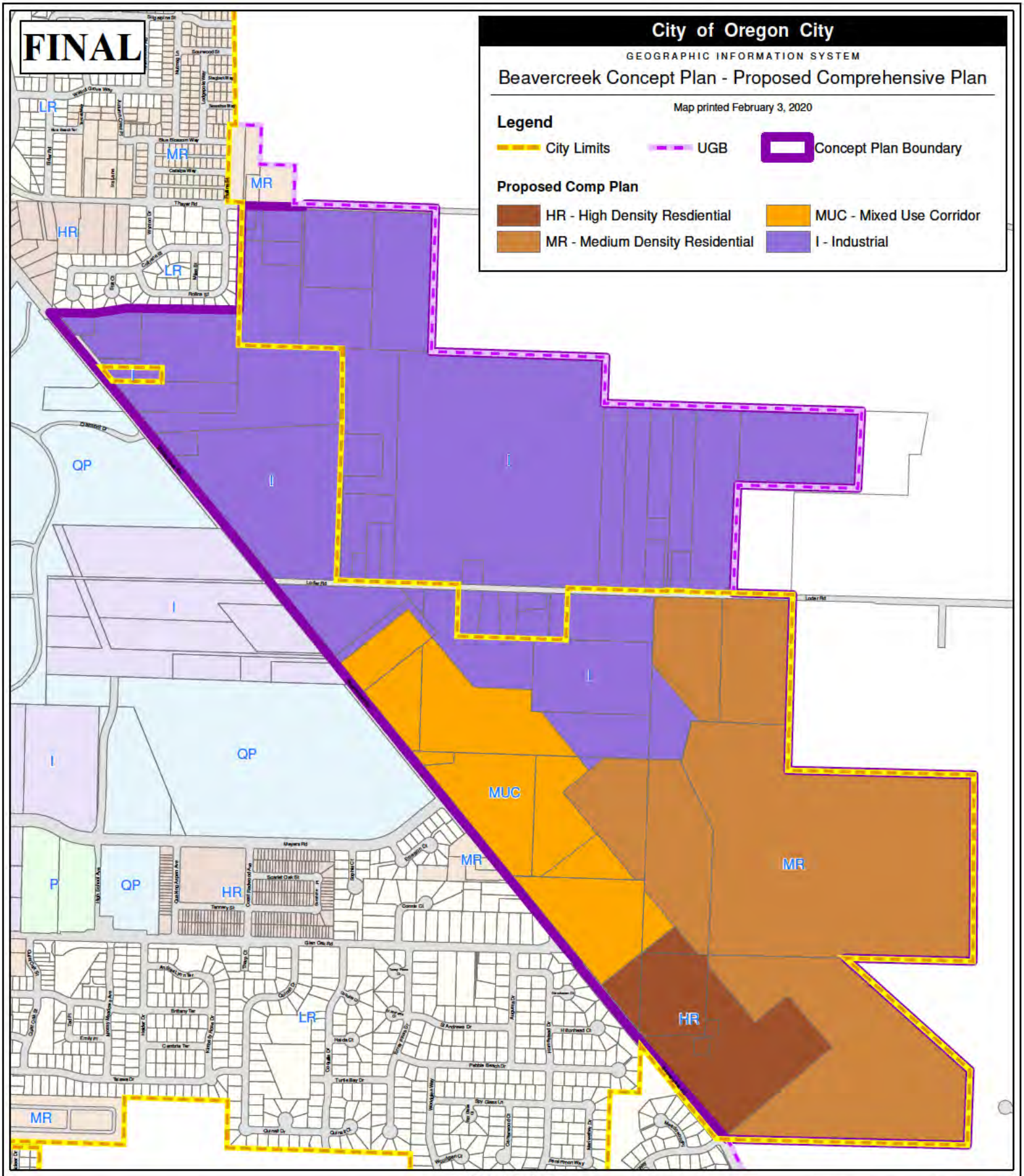
CLACKAMAS COUNTY

By _____ Date 11/24/2021
Chair, Board of County Commissioners

DocuSign Envelope ID 0D422339-34FF-4403-B293-E391A7AFA253

EXHIBIT A - Happy Valley Urban Planning Area East Map





The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. This map is not suitable for legal, engineering, or surveying purposes. Notification of any errors is appreciated.

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LEG 19-0003
Beavercreek Road Concept Plan - Zoning and Code Amendments

0 450 900 Feet

1 inch = 900 feet

City of Oregon City
P.O. Box 3040
625 Center St
Oregon City, OR 97045
503-657-0891 phone
503-657-6629 fax
www.orcity.org

Plot date: February 3, 2020
Plot name: Beavercreek Concept Plan - Proposed Comp Plan - 8x10P - 20200203.pdf
Map name: Beavercreek Concept Plan - Proposed Comp Plan - 8x10P.mxd

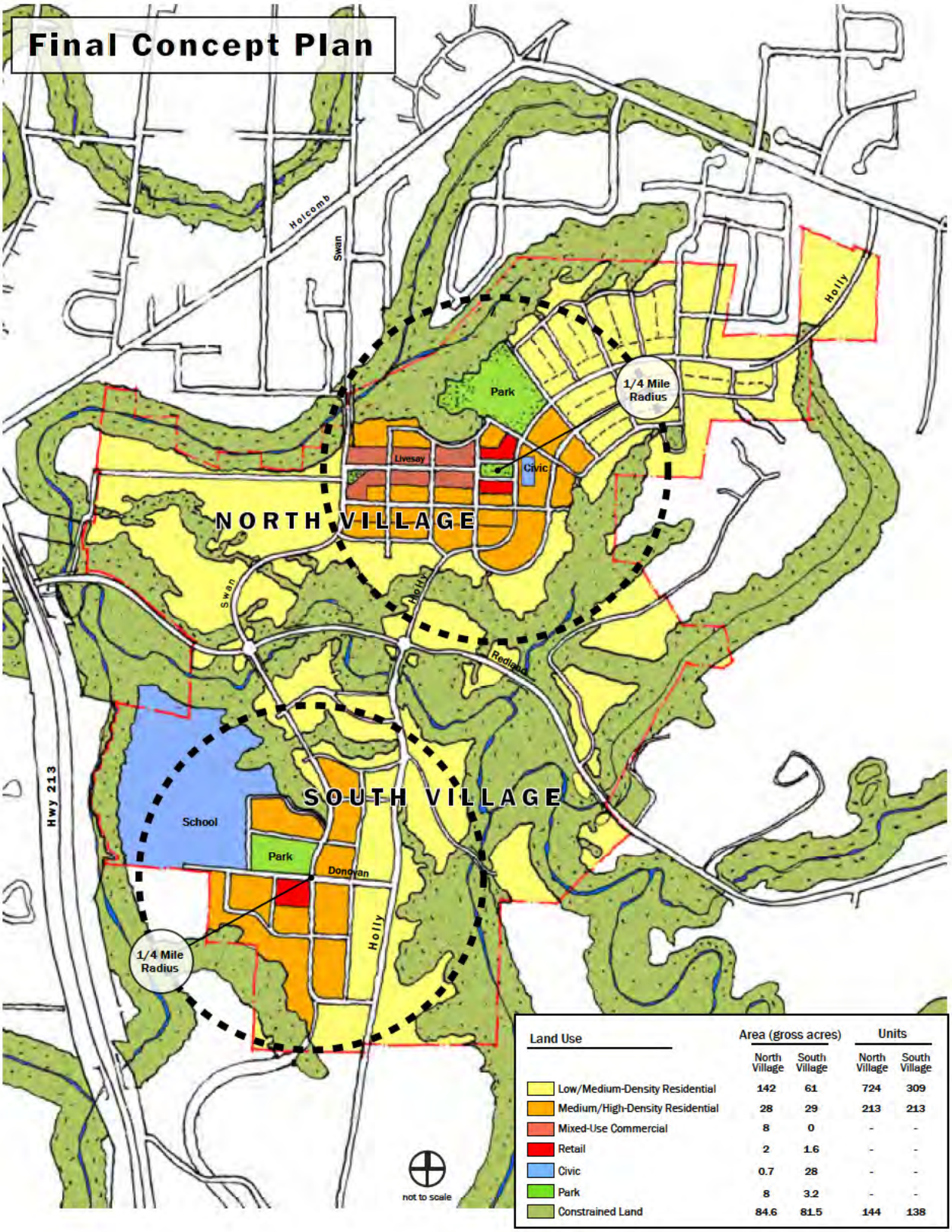


Figure 1-1. Park Place Concept Plan Urban Growth Diagram

This map is for concept planning purposes only. The specific locations of natural resource boundaries, open space, parks, land uses, roads, trails, infrastructure and related improvements may change and is subject to on-site verification and design at the time of development.

City of Oregon City

GEOGRAPHIC INFORMATION SYSTEM

Proposed Comprehensive Plan Designations

- LR - Low Density Residential
- MR - Medium Density Residential
- HR - High Density Residential
- Mixed Use-Corridor
- QP - Public/Quasi Public
- City Limits
- UGB
- Study Area

South End Concept Plan

OREGON CITY

The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. This map is not suitable for legal, engineering, or surveying purposes. Notification of any errors is appreciated.

N W E S

0 0.25 0.5 Miles

0 1,000 2,000 3,000 Feet

004695

City of Oregon City
P.O. Box 3040
625 Center St
Oregon City, OR 97045
503-657-0891 phone
503-657-6629 fax
www.orcity.org

OREGON CITY

Plot date: March 21, 2014
Plot name: SECP - Proposed Comp Plan - 11x17P - 20140321.pdf
Map name: SECP - Proposed Comp Plan - 11x17P.mxd

Please recycle with colored office grade paper.

Miriam Hanes

From: Fritzie, Martha <[redacted]>
Sent: Thursday, August 22, 2024 3:16 PM
To: Metro 2040
Subject: [External sender]Clackamas County Staff Comments - Draft UGR 2024
Attachments: Metro Draft UGR Technical Staff Letter_ClackCo_082224.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Thank you for considering the attached comments from Clackamas County staff regarding the draft UGR Report.

Please feel free to reach out to me with any questions,
Martha

Martha Fritzie, Principal Planner
Clackamas County DTD|Planning & Zoning
150 Beavercreek Road|Oregon City, OR 97045
[redacted]

Working hours 7:30am to 6:00pm|Monday – Thursday

Please visit our **webpage** for updates on Planning services available online, service hours and other related issues.



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PMAR
PORTLAND METROPOLITAN ASSOCIATION OF REALTORS®

August 22, 2024

Urban Growth Management Team
Metro
600 NE Grand Avenue
Portland, OR 97232

Dear Metro Urban Growth Management Team,

I am writing on behalf of the Portland Metropolitan Association of Realtors® (PMAR) regarding Metro's Draft Urban Growth Report. We appreciate the extensive work Metro's staff put into the Urban Growth Report. We would also like to thank Metro for inviting PMAR to the Urban Growth Report Stakeholder table; it was a welcome opportunity to better understand the report's underlying work, data, and assumptions, and to discuss some of our region's challenges and opportunities with other stakeholders.

PMAR recognizes the Portland region is lacking tens of thousands of homes necessary to meet our growing population and that people in our community suffer due to this lack of housing. Our region's current level of housing construction is 10.1% below the long-term average, and no where near on pace to catch up with past underproduction, let alone accommodate future growth. Portland in particular is struggling to keep up with needed housing production; the city is on track to produce only 500 new units this year, when the forecasted need by 2045 is more than 120,000 new homes.

As a region, we must embrace land use, development, and zoning principles that provide and encourage an abundant mix of housing types that meets community needs and provides sufficient housing for current and future residents. Restrictive land use regulations play a major role in stymying the proliferation of new housing. Accordingly, PMAR supports much needed growth in the Metro area's capacity for housing development, which removes a barrier to housing construction; getting the 2024 growth management decision right will support the continued growth and prosperity of our entire region.

In that spirit, PMAR strongly urges Metro to adopt a higher growth population forecast, and urges the Metro Council to support the City of Sherwood's request for expansion.

Population Forecast

The draft report forecasts regional population growth "only from net in-migration," due to lower

forecasted birth rates, and assumes that growth rates will be slower as a result over the next 20 years.

While this is a reasonable assumption, it fails to recognize that the policy choices we make today will impact whether or not our region is a place that attracts new residents over the next 20 years. Put another way, if we plan for low growth, we are unlikely to see anything other than low growth. But if we plan for robust growth, and make policy choices that support a vision of higher growth, our region becomes a more attractive place to future residents.

We strongly recommend adoption of the higher growth population forecasts, to set the stage for nearer term policy decisions and actions that will in turn foster stronger population growth, and help our region realize economic growth and prosperity.

City of Sherwood Expansion

PMAR supports the City of Sherwood's expansion proposal, particularly the 340 net acres of residential land proposed in the Sherwood West Concept Plan. PMAR believes that there is no one-size-fits-all to housing and that a vast array of homes of various types and at various price-points are needed to serve members of the community, accommodate new residents, and ensure that members of our community can buy a home that fits their unique needs. Accordingly, while Metro may want to make recommendations or provide incentives to encourage certain kinds of housing development, PMAR would discourage prescriptive requirements or new regulations that would limit Sherwood's housing development options.

PMAR is committed to working collaboratively with Metro and other stakeholders to ensure that our region's growth management decision is implemented in a way that benefits all residents and facilitates growth of the housing market.

Michele Gila
Director of Realtor® Advocacy

Miriam Hanes

From: Amy Ruiz <[redacted]>
Sent: Thursday, August 22, 2024 3:17 PM
To: Metro 2040
Cc: Michele Gila; Kari Chisholm
Subject: [External sender]Fwd: UGR comments
Attachments: PMAR UGR Report Comments 08222024.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Attached, please find comment on the Urban Growth Report from Portland Metropolitan Association of Realtors®. Thank you for the opportunity to weigh in.

Best,
Amy Ruiz

—
Amy Ruiz
[redacted]
Partner, Swift Public Affairs
[redacted]

Miriam Hanes

From: Patty Hales [redacted]
Sent: Thursday, August 22, 2024 6:07 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Sherwood Urban growth boundary

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Patricia Hales

Miriam Hanes

From: Jessica Pelz [redacted]
Sent: Friday, July 26, 2024 4:16 PM
To: Metro 2040
Cc: Stephen Roberts; Erin Wardell; Theresa Cherniak
Subject: [External sender]2024 UGR Testimony - Washington County Board of Commissioners
Attachments: BCC - Urban Growth Report Comment Letter 07-16-24.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Urban Growth Management Team,

Please accept the attached letter from the Washington County Board of Commissioners into the public record for the 2024 Urban Growth Report.

Thank you,
Jessica

Jessica Pelz, AICP | Policy Analyst
Washington County Department of Land Use & Transportation
Office of the Director
[redacted] | Hillsboro, OR 97124
[redacted]

INFO: Washington County email address has changed from @co.washington.or.us to @washingtoncountyor.gov. Please update my contact information.

July 16, 2024

Metro Council
600 NE Grand Ave.
Portland, OR 97232

RE: Draft 2024 Urban Growth Report

Dear Chair Peterson and Metro Councilors,

Thank you for the opportunity to comment on the draft Urban Growth Report (UGR) and Sherwood West urban growth boundary (UGB) expansion proposal. The 2024 growth management decision is the blueprint for how Metro Council will lead the region in planning for future housing development and employment opportunities. We appreciate that these decisions are challenging and acknowledge there are trade-offs that must be carefully considered in this decision process.

Our Board strongly supports the City of Sherwood's application for expansion of the urban growth boundary to include the 1,291 acres within the Sherwood West urban reserve area. The city has demonstrated their readiness to serve the area with governance and infrastructure as required by Metro's Urban Growth Management Functional Plan. The City's plan envisions that up to 5,582 housing units and 4,524 jobs could be accommodated in the expansion area. As we are all grappling with ways to produce more housing in the region and across the state, adding this land to our regional urban growth boundary makes sense. In addition, Sherwood has shown that the proposed Sherwood West employment area has the site suitability characteristics to attract more of the types of industry that Sherwood has successfully recruited to the city in recent years. Even though this is a regional urban growth boundary expansion decision using regional analysis, place matters in this consideration. Sherwood has demonstrated that they are a place where people want to both work and live.

We also encourage Metro Council to strongly consider selecting the high growth rate for both population and employment. The selected growth rates guide regional policy and funding decisions around housing, employment land and supporting infrastructure. Choosing low growth rates could artificially constrain our ability to plan for or make decisions to support the development of badly needed housing of all types, or further constrain opportunities to grow our region's traded-sector employment, which provides living wage jobs for thousands of our community members.

Board of County Commissioners
[redacted] Hillsboro, OR 97124-3072
[redacted]

Thank you for your consideration. We look forward to continued partnership with Metro in planning to accommodate future growth to keep our region a thriving and great place to live.

Sincerely,



Chair Kathryn Harrington
On behalf of Washington County Board of Commissioners

Cc: Board of County Commissioners
Sherwood City Council
Stephen Roberts, Director of Land Use & Transportation, Washington County
Catherine Ciarlo, Director of Planning, Development and Research, Metro

Board of County Commissioners
[redacted], Hillsboro, OR 97124-3072
[redacted]

Miriam Hanes

From: Brandi Hendryx <[redacted]>
Sent: Thursday, August 22, 2024 6:32 PM
To: Metro 2040; Marissa Madrigal; Lynn Peterson; Gerritt Rosenthal; Ashton Simpson; Mary Nolan; Christine Lewis; Juan Carlos Gonzalez; Duncan Hwang; [redacted]
Cc: [redacted]
Subject: [External sender]2024 Sherwood West Urban Growth Boundary Expansion Proposal - Opposition

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

To whom it may concern,
As long time residents (since 1997) and taxpayers of Sherwood, we strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. We stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Brandi & Tony Hendryx
[redacted]

My name is Julie Horowitz.

My family and our family farm is on the edge of the UGB expansion area. We've lived here 25 years.

I am a supporter of the West of Sherwood Farm Alliance.

The Mayor of Sherwood and Planning Director have testified publicly that what will be built in the Sherwood UGB expansion area will be market-rate housing, not affordable housing.

According to Redfin the average rent in Sherwood is $2,704 per month.

That is $700 more per month than in Beaverton, $900 more per month compared to Portland and $1,000 more per month than in Gresham.

If you assume a household is willing - or forced - to pay 30% of its pre-tax income on rent in Sherwood, they will need to earn $108,000 per year to afford that rent.

No teacher in Sherwood schools, even one with a master's degree and many years of experience, can afford that rent. No one working in the proposed "hospitality commercial" area in the Concept Plan would even dream of renting in Sherwood.

The average home price in Sherwood, according to Zillow, is about $650,000.

A family would need a household income of about $172,000 to buy that housing, assuming they had saved $130,000 for the downpayment and could get a 6.5% interest rate. And they would still be paying 30% of their pre-tax income for their home.

The idea that adding land for housing in Sherwood will contribute to the supply of affordable housing in the region is ridiculous. Ridiculous.

If MPAC is really interested in UGB expansions that might, *might*, contribute to the supply of truly affordable housing, you should recommend that the Metro Council reject this proposal and instead wait to consider UGB expansion applications are made under Governor Kotek's Senate Bill 1537.

That bill will go into effect in January, a few weeks after Metro is scheduled to make its decision on the Sherwood luxury housing proposal.
****

Julie Horowitz

Miriam Hanes

From: Julie Horowitz [redacted]
Sent: Wednesday, August 21, 2024 5:15 PM
To: Metro 2040; Sherwood Farm Alliance
Subject: [External sender]2024 Sherwood West Urban Growth Boundary Expansion Proposal

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To Whom it May Concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Julie Horowitz

Miriam Hanes

From: Jim Huston [redacted]
Sent: Thursday, August 15, 2024 5:06 PM
To: Metro 2040
Cc: Jan Huston; [redacted]
Subject: [External sender]We Say NO to the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

We Say NO to the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary
[redacted]

To whom it may concern:

As residents and taxpayers of Sherwood, we strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes.

The proposed expansion is unnecessary because:

- Metro's own projections from 2022 forecast only 3% growth for Sherwood in coming decades.
- Sherwood has sufficient land already to support additional housing and economic development - if developed wisely. The desires of Sherwood City to expand its tax base and of developers to gain additional lands for development are not adequate justification for the proposed expansion.
- Minimal support from the local community. In a 2021 poll, 84% of Sherwood residents opposed the UGB expansion in and around Sherwood.
- There are currently large areas of undeveloped land that have been brought inside the UGB in the last 20 years. According to projections, there is sufficient industrial land within the current boundary for the next 20 years. This proposed expansion (or a modified version) can be revisited in 10-12 years, but at this time it is completely unnecessary.

We stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community. Senate Bill 100 as enacted in 1973 was done specifically to prevent the kind of development that this proposed expansion clearly is - driven by private interests and profits rather than the public interest.

Sincerely,

Jim and Jan Huston
[redacted] Sherwood OR

Miriam Hanes

From: Eric Rutledge <[redacted]>
Sent: Friday, August 2, 2024 12:16 PM
To: Miriam Hanes
Cc: Molly Cooney-Mesker; Eryn Kehe
Subject: [External sender]Fwd: Sherwood West UGB Expansion Support

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Wanted to make sure this made it to you.

Thanks!

Eric Rutledge
City of Sherwood
Community Development Director
[redacted]
Desk [redacted]
Work Cell [redacted]

From: Troy Kazebee [redacted]
Sent: Sunday, July 14, 2024 5:17:14 PM
To: [redacted]>
Cc: [redacted] <[redacted]>; [redacted] >; [redacted] Tim Rosener [redacted]
Subject: Sherwood West UGB Expansion Support

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

Dear Mr. Rosenthal,

I am Troy Kazebee, and together with my wife Kendra, we are the owners of the property at 19300 SW Edy Rd in Sherwood. We strongly endorse the Urban Growth Boundary expansion proposed for Sherwood West.

For the past 22 years, we have proudly called Sherwood our home, raising our four children and residing in various neighborhoods within the city. As our family grew, Sherwood provided the housing options we needed, with connected neighborhoods and walking paths that have fostered a unique community atmosphere.

Throughout this time, we have actively participated in and contributed to the Sherwood West Planning process over the last decade. The proposed plan, encompassing 1,291 acres, addresses both Sherwood's and Metro's housing and employment land shortages. It builds upon

Sherwood's established character with connected neighborhoods, walking paths, and parks, elements that have kept us committed to this community.

Recently, we have been approached by the West of Sherwood Farm Alliance urging us to oppose the UGB expansion. Their involvement at this late stage is concerning given their absence from earlier planning discussions. However, having closely followed and studied the proposal over the years, and recognizing the housing and employment land shortages faced by Metro, we firmly believe it aligns with the future needs of Sherwood and Metro.

Therefore, we wholeheartedly support the City of Sherwood's request for a 1,291-acre UGB expansion.

Thank you for your time and consideration. If you have any questions, please reach out.

Sincerely,

Troy and Kendra Kazebee

[redacted]

[redacted]

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HOME BUILDING ASSOCIATION
OF GREATER PORTLAND

August 22nd, 2024

Marissa Madrigal, COO
Metro
600 NE Grand Ave.
Portland, OR 97232

Cc:
President Lynn Peterson
Councilor Ashton Simpson
Councilor Christine Lewis
Councilor Duncan Hwang
Councilor Gerritt Rosenthal
Councilor Juan Carlos Gonzalez
Councilor Mary Nolan

RE: Metro's 2024 Urban Growth Report and Sherwood's Urban Growth Boundary Expansion Request

Dear Ms. Madrigal,

My name is Preston Korst and I'm the Director of Government Affairs at the Home Building Association of Greater Portland. HBA is dedicated to maximizing housing choice for all who reside in our region by shaping an environment in which industry professionals can meet the diverse needs of all communities.

I'd like to start off by personally thanking you and the rest of Metro's planning staff, including Katherine Ciarlo, Eryn Kehe, Ted Reid, Malu Wilkinson (and many more) for hosting and facilitating the Urban Growth Report Stakeholder Roundtable. This broad and diverse group of interested parties met for two hours monthly for nearly a year to discuss and debate the central tenants of the Urban Growth Report (UGR) and the impacts it will have on our region. As HBA's representative in that group, I can say that it provided much needed dialogue and reflection space for us to discuss how we as a region wish to grow. Your willingness to provide that opportunity is greatly appreciated.

In this letter, we hope to outline our industry's perspective on the 2024 Draft UGR and to provide our unequivocal support for the City of Sherwood's Urban Growth Boundary (UGB) expansion request.

For housing affordability and the overall health of our economy, HBA and many others in the housing industry urge your COO Recommendation and Metro Council to take a high-growth position when evaluating our region's land supply and housing needs in this UGR and move to approve Sherwood's UGB request without conditions.

Consider for a moment the exorbitant costs to purchase a home in our region. According to Zillow, the median home sale price in June was $521,133 (Multnomah County), $579,979 (Washington County), and

$631,000 (Clackamas County). Staggering as these figures are, they come as no surprise given that Oregon is staring down a housing deficit of 140,000 units. And if our goal is to advance economic justice and racial equity, then we must reverse these trends in a way that builds wealth and increases homeownership opportunities for more families who've traditionally been locked out of the homebuying market. In other words, WE ARE IN A HOUSING CRISIS.

- -

UGR Question #1: Which population and growth projections should Council make?

With the UGR, we believe that the focal and starting point rests primarily on the population and growth scenarios presented in the report. While the draft contains a lot to applaud—including acknowledgements of an existing regional housing shortage, changing housing choices due to the pandemic, and the creation of newly allowed middle housing options—it still includes elements that are concerning for our industry.

For one, the report concludes that regional population growth is slowing because birthrates are dropping (which of course is an established national trend). This means that in-migrating residents will be the primary driver of our population growth, as it has been in recent years. This analysis makes sense. However, the report erroneously assumes that, "Slowing population growth also means slower job growth." We respectfully disagree.

Though we concur that we can't necessarily change what the data tells us, we *can* choose policies that will bend the precision of that data towards a stronger economic future. In other words, if we use this growth report to prepare for strong economic and housing growth, we believe that in-migration will adapt towards a higher-opportunity future—if you build it, they will come. On the flipside, if we plan for anemic growth and limit our ability to adapt to the market, we'll just be realizing our own economic stagnation. In either case, it's a self-fulfilling prophesy.

UGR Recommendation #1: assume and position the report with the high-growth population scenario.

We feel that Metro would not only be wise, but would be making the most responsible public-policy decision to plan for growth, despite what projections may or may not suggest. Preparing with an attitude of a high-growth scenario provides Metro and local jurisdictions with more flexibility to plan for the future that will avoid future housing crises and economic stagnation. As we hear often from planners: *failing to plan is planning to fail*.

- -

UGR Question #2: How should Council approach housing need and development scenarios?

To start, we want to acknowledge the fact that Metro staff included in this report an existing housing shortage of 23,700 units. While many in the housing industry would argue (with additional sources) that number is considerably low, it is still an important indication of how serious our housing crisis is to Metro. Moving on from there, we appreciate the difficult work that went into calculating our housing needs over the next 20 years. And we believe it would be misleading, if not negligent, to suggest that our region's housing needs are anything except *high*. Therefore, **we urge Metro to adopt the high-forecast housing need of at least 203,200 units over the next 20 years**. This reflects a greater sense of reality than the baseline or low-point figures hold.

Additionally, in the report, Metro also makes assumptions about not only the rate of our growth, but also *how we will and should grow*. Found on pages 38-39, the report contains several assumptions for development potentials using "illustrative demand and capacity scenarios." While we aren't exactly sure which data these trends were founded upon, we do feel that they all but marginalizes and unduly prevents the construction of new, single-family homes for residents. It assumes, either through economic reality or lifestyle choices, that our region's historically strong demand for homeownership isn't a viable scenario going forward. Again, we disagree.

And importantly, just after the limited scenarios are presented, the report goes on to say that "…it will be the market, not Metro's UGR calculations, that determine what mix of middle housing and single-unit detached housing gets built…" Yet, in the way that the housing needs scenarios are presented, Metro is essentially asking its Council to do just that by attaching to their decision a condition and outcome which will essentially select which types of housing should get built. Housing construction is a market-driven industry, with the overwhelming majority being built by private developers. We believe that it is not within Metro's power or provision to attempt to guide the mix of housing the market will bear, least of all with just four narrow scenarios.

UGR Recommendation #2: Metro should adopt a high-forecast housing need. Also, it should reject the growth scenarios presented in the UGR or establish an additional scenario that creates flexibility for the housing market to adapt to the demand of consumers.

A high need scenario reflects the reality on the ground and will allow policymakers across the region take actions that will address the high cost of housing in their communities. Also, we believe that the forecasted development scenarios have been created despite the fact that nearly 4 out of 5 Oregonian's still prefer to live in a single-family home versus other housing types. And it fails to recognize the power that public-policymaking has on the creation of new housing, which could make single-family entry-level homes more affordable. Lastly, it ignores the fact that the vast majority of homeownership opportunities lie in the single-family market. We believe that Metro should consider that our region's collective desire to foster equity and economic justice will rely on the unique wealth and community-building opportunities that arise with homeownership.

City of Sherwood UGB Expansion Request

This year, the City of Sherwood is the only city requesting a UGB expansion—and we believe that it would have a tremendous impact on our region, in the form of 4,500 good-paying jobs, roughly 5,000 new homes, and the creation of hundreds of acres of parks and natural areas.

For almost two years, I had the pleasure of sitting on the Sherwood West Technical Advisory Committee which helped shape the concept planning for the area. I can say without reservation that the plan brought forward by staff, regional stakeholders, and community members has been careful, conscientious, and equitable. **We applaud the delivered outcome and encourage Metro to move forward with an approval that encompasses the entirety of the 1,291 acres as requested, *without conditions.***

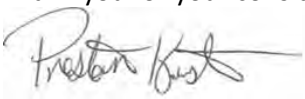
As Metro knows well, bringing new lands into the UGB requires focused planning, financing for infrastructure, and a building environment that can support growth. Fortunately, Sherwood is primed for just that. Over the last several years, the city has undergone extensive public engagement to develop a plan that is innovative, forward-thinking, and contains a variety of tools that will create complete and livable communities. However, adding conditions as suggested in a recent Council Session, could be

detrimental to that extensive outreach. There are serious political costs to adding conditions, not to mention the hundreds of thousands of dollars in grants and general fund dollars would be jeopardized if onerous restrictions are placed on this community-led design.

Given the continued severity of our region's housing crisis, mixed with the budding opportunities to capitalize on historic investments for local economic development—HBA and our partners in the housing sector view this request as a great example of a planning process that will bear fruit for generations. It will help empower our region to reach its housing production goals while creating an indispensable lifeline to a struggling local economy. For affordability and the overall supply of housing, the Sherwood West proposal is an undeniably smart plan that deserves the community's support and Council's unanimous vote.

In closing, we would like to thank Metro staff and Council for the dedicated service they offer to our communities. From long-range planning to affordable housing development, the work you do is not easy and the stakeholder groups you engage are broad and not always agreeable. We appreciate the efforts taken to develop the 2024 Draft UGR and to review Sherwood's 2024 UGB Expansion. And we implore you to consider the serious housing crisis we are facing when making your ultimate recommendations and decisions.

Thank you for your consideration of our testimony,



Preston Korst
Director of Public Policy and Government Affairs
Home Building Association of Greater Portland

Miriam Hanes

From: Preston Korst <[redacted]>
Sent: Thursday, August 22, 2024 3:45 PM
To: Metro 2040; Marissa Madrigal
Cc: Lynn Peterson; Ashton Simpson; Christine Lewis; Duncan Hwang; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan
Subject: [External sender]HBA Testimony: Draft UGR and Sherwood West UGB Request
Attachments: HBA Testimony, 2024 UGR and Sherwood West Expansion Request (8-22-2024).pdf

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Good afternoon Metro leaders!

Please find attached to this email the Home Building Association of Greater Portland's testimony for the 2024 Urban Growth Report and the Sherwood West Expansion Request. If you have any questions, please feel free to reach out directly by phone at [redacted]

Thank you so much.
Preston

Preston Korst
Director of Policy and Government Affairs
Home Building Association of Greater Portland
email: [redacted]
[redacted]

Miriam Hanes

From: Amelia Larkin <[redacted]>
Sent: Monday, August 5, 2024 4:54 PM
To: Metro 2040
Subject: [External sender]In Support of Sherwood West Expansion Plan

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Dear Metro Council,

I am writing in my support of the City of Sherwoods West Expansion Plan. Like many towns and cities Sherwood is experiencing a housing shortage, unlike many others Sherwood is uniquely situated to provide planned growth that will benefit the current and future residents of Sherwood. The community engagement and dedication of the local councils and committees ensures that the rich history and appeal of Sherwood is not lost to growth but rather enhanced and capitalized upon in a way that creates everlasting ties among residents new and old alike.

The passing of the West expansion is important because it satisfies all needs in protecting the land while providing opportunities and growth in a way that brings and keeps the best of Sherwood. True progress comes from building on the past with an eye to the future; holding tight to what once was will kill any economic and social prosperity that Sherwood is poised to take. It is up to us as stewards of the town we love to pass the expansion plan and do our best for future generations.

Sherwood is growing, whether people want it to or not but we have a chance to guide that growth in a way that benefits all. Please think of all residents when choosing to support and pass this plan and not only the few with the most.

Thank you,
Amelia Larkin

Miriam Hanes

From: Greg Manning <[redacted]>
Sent: Tuesday, July 30, 2024 3:04 PM
To: Metro 2040
Subject: [External sender]2024 Urban Growth Report Comment

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Dear Metro Council and Staff:

I urge you to support Sherwood's current request for a growth boundary expansion, having spoken with Sherwood officials and reviewed their conceptual planning for Sherwood West.

The lack of large employment sites is hampering our region's economic growth. The Portland MSA in recent months has posted the largest year-over-year job losses out of all 50 of the country's largest MSAs (nearly all metro areas gained jobs over this period). Sherwood will help provide those needed employment sites.

A wavering employment market also will worsen the housing affordability crisis we face in this region. The limited supply of land for residential development is another crucial affordability factor, by limiting new housing creation. Residential land availability and housing production were a focus of the last state legislative session due to widespead voter frustration over housing affordability in our region.

My experience as a development finance consultant, after many years of financing construction with area banks, has made clear to me the many problems that our limited land supply has caused.

Please consider the legislature's lead and support Sherwood's expansion effort.

Thank you for your consideration.

Greg Manning
[redacted]
Portland, OR 97219
[redacted]

Miriam Hanes

From: Connor Ayers
Sent: Tuesday, July 23, 2024 1:24 PM
To: Metro 2040; Georgia Langer
Cc: Ted Reid; Molly Cooney-Mesker; Laura Combs
Subject: RE: for council - FW: Draft 2024 Urban Growth Report - Public Comments - My Client David Marks

Thanks Miriam, I've shared this with the council.

Connor Ayers (he/they)
Legislative and Engagement Coordinator

Metro Council Office
600 NE Grand Avenue
Portland, OR 97232-2736
[redacted]
www.oregonmetro.gov

From: Metro 2040 <[redacted]>
Sent: Tuesday, July 23, 2024 1:12 PM
To: Connor Ayers <[redacted]>; Georgia Langer <[redacted]>
Cc: Ted Reid <[redacted]>; Molly Cooney-Mesker <[redacted]>; Laura Combs [redacted]
Subject: for council - FW: Draft 2024 Urban Growth Report - Public Comments - My Client David Marks

Hey team,

Some public comments re: UGR for council. I will send them confirmation of receipt.

Miriam Hanes | Metro | Program Assistant - Urban Policy & Development
My gender pronouns: she, they | Schedule: 8:30 a.m. to 5:00 p.m. Monday to Friday

---

From: Mike Connors <[redacted]>
Sent: Tuesday, July 23, 2024 11:54 AM
To: Metro 2040 <[redacted]>
Subject: [External sender]Draft 2024 Urban Growth Report - Public Comments - My Client David Marks

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Urban Growth Management Team,

This firm represents David Marks, who owns property in the Stafford area that is part of Metro's urban reserves area. Mr. Marks is submitting the attached comments on Metro's draft 2024 Urban Growth Report for the Metro Council's consideration.

Please confirm receipt of our letter and let us know if you have any questions. Thanks, Mike

E. Michael Connors
Partner

Hathaway Larson LLP
[redacted]
Portland, OR 97209
[redacted]

Named as one of "America's Leading Lawyers for Business" (Oregon) by *Chambers USA* in Real Estate: Zoning/Land Use (2009-2024)
Selected to "Oregon Super Lawyers" in Land Use/Zoning (2015-2024)
Selected to "Best Lawyers in America" in Land Use/Zoning Law



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Miriam Hanes

From: Mike Connors <[redacted]>
Sent: Tuesday, July 23, 2024 11:54 AM
To: Metro 2040
Subject: [External sender]Draft 2024 Urban Growth Report - Public Comments - My Client David Marks
Attachments: Metro Urban Growth Report 2024 Ltr (David Marks).pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Urban Growth Management Team,

This firm represents David Marks, who owns property in the Stafford area that is part of Metro's urban reserves area. Mr. Marks is submitting the attached comments on Metro's draft 2024 Urban Growth Report for the Metro Council's consideration.

Please confirm receipt of our letter and let us know if you have any questions. Thanks, Mike

E. Michael Connors
Partner

Hathaway Larson LLP
[redacted]

Named as one of "America's Leading Lawyers for Business" (Oregon)
by *Chambers USA* in Real Estate: Zoning/Land Use (2009-2024)
Selected to "Oregon Super Lawyers" in Land Use/Zoning (2015-2024)
Selected to "Best Lawyers in America" in Land Use/Zoning Law

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HATHAWAY LARSON

Koback · Connors · Heth

July 23, 2024

VIA EMAIL ([redacted]

Metro Council
Attn. Urban Growth Management Team
Metro Regional Center
600 NE Grand Ave.
Portland OR 97232

Re: Draft 2024 Urban Growth Report
Public Comments
My Client: David Marks

Dear President Peterson & Councilors:

This firm represents David Marks, who owns property in the Stafford area that is part of Metro's urban reserves area (the "Stafford Area"). Mr. Marks is submitting these comments on Metro's draft 2024 Urban Growth Report (the "Draft 2024 Report") for the Metro Council's consideration. As explained below, the Metro Council should reject the Draft 2024 Report because it is inconsistent with Goal 14, the implementing statutes and administrative rules, and the Court of Appeals' recent decision in *Marks v. LCDC*, 327 Or App 708, 536 P3d 995 (2023) ("*Marks*").

A. Introduction

In 2020, Mr. Marks filed a petition for enforcement with the Land Conservation and Development Commission ("LCDC") seeking to nullify and/or modify the five and three-party intergovernmental agreements ("IGAs") between Metro, Clackamas County, and the Cities of Lake Oswego, West Linn and Tualatin (the "Cities") that controls the future development of Stafford Area. Mr. Marks filed the petition for enforcement because Metro abdicated its regional planning authority over the Stafford Area by granting the Cities complete control over the timing of the expansion of the Urban Growth Boundary (the "UGB") into this area. Given the Cities' decades-long opposition to the urbanization of the Stafford Area, the IGAs will obstruct the State and regional efforts to increase the housing supply and address the regional housing crises.

In 2022, the Oregon Court of Appeals reversed LCDC and remanded the petition for enforcement matter to require LCDC to determine if the IGAs violate the regional framework plan and implementing goals, statutes and administrative rules. *Marks*, 327 Or App at 738. Although the

E. Michael Connors
[redacted]
Portland, OR 97209
[redacted]

Court did not resolve the merits of the petition for enforcement, the Court reiterated prior caselaw recognizing Metro's responsibility to implement a regional strategy for the metropolitan UGB as opposed to an ad hoc approach led by the metropolitan cities. The Court stated that Goal 14 and the implementing statutes and administrative rules require Metro to determine the 20-year regional housing needs and identify the best location to expand the UGB to satisfy those housing needs, not the metropolitan cities.

The Draft 2024 Report is yet another instance of Metro abdicated its regional planning authority and granting the metropolitan cities control over the timing and location of the UGB expansion. Instead of Metro determining the 20-year housing needs for the region and evaluating the urban reserve locations suited to accommodate those needs, the Draft 2024 Report confers that authority to the metropolitan cities. Metro is restricting its growth analysis to the City of Sherwood's limited proposal solely because Sherwood is the only city that requested a UGB expansion. The Draft 2024 Report takes this limited approach even though the 20-year housing needs analysis identified a need for significantly more housing units than Sherwood is proposing. This ad hoc, bottom-up type of approach to the Metro regional UGB is the opposite of what the Oregon legislature intended and is inconsistent with Goal 14 and the recent *Marks* decision.

B. Metro is required to determine the need and location for UGB expansions consistent with Goal 14 and the implementing statutes and administrative rules.

Metro is responsible for coordinating land use planning in the tri-county region consisting of Clackamas, Multnomah and Washington County. ORS 195.025; ORS 268.380(1)(c); ORS 268.385. One of Metro's primary responsibilities is the adoption and management of the regional UGB to ensure that the metropolitan regional housing and employment needs can be met. ORS 268.380-268.390; *Marks*, 327 Or App at 712-13; *Sensible Transportation v. Metro. Service Dist.*, 100 Or App 564, 567, 787 P2d 498, *rev. den.*, 310 Or. 70, 792 P2d 104 (1990). The Court of Appeals has repeatedly stated that in assigning Metro the responsibility for justifying, adopting, and securing acknowledgment of the metropolitan area UGB, the Oregon Legislative Assembly "presumably determined adoption and administration of the metropolitan area UGB required Metro's unique regional perspective, rather than leaving adoption and administration of the UGB to the large number of cities and counties making up the metropolitan area." *Marks*, 327 Or App at 712-713; *Sensible Transportation*, 100 Or App at 567. (Emphasis added).

As part of its UGB-related responsibilities, Metro is required to conduct a review of the metropolitan area UGB every six years to ensure that it continues to maintain a 20-year supply of urbanizable land within the UGB. ORS 197.299. With respect to housing, Metro must demonstrate that its regional plan has "sufficient buildable lands within the urban growth boundary . . . to accommodate estimated housing needs for 20 years." ORS 197.296(2). Metro's needs analysis must be supported by substantial evidence. *City of West Linn v. LCDC*, 201 Or App 419, 440, 119 P3d 285 (2005). If Metro determines that the land supply is inadequate, it must expand the UGB or take other measures to ensure that the identified need can be accommodated. ORS 197.296(6); ORS 197.299(2); *Marks*, 327 Or App at 713.

In considering where to expand the UGB, Metro's analysis must comply with Goal 14, which includes four "boundary location" factors that Metro must consider when determining which urban

reserve land to add to the UGB. Goal 14; *Marks*, 327 Or App at 713. The four boundary location factors are "(1) [e]fficient accommodation of identified land needs; (2) [o]rderly and economic provision of public facilities and services; (3) [c]omparative environmental, energy, economic and social consequences; and (4) [c]ompatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB." *Id.* A decision to add land to the UGB must compare alternative areas based on a balancing of all these factors, rather than reliance on any one factor. *Citizens Against Irresponsible Growth v. Metro*, 179 Or App 12, 17, 38 P3d 956 (2002); *1000 Friends of Or. v. Metro*, 174 Or App 406, 409–410, 26 P3d 151 (2001); *D.S. Parklane Dev., Inc. v. Metro*, 165 Or App 1, 25, 994 P2d 1205 (2000).

C. The Draft 2024 Report is inconsistent with Goal 14, the implementing statutes and administrative rules, and *Marks*.

The Draft 2024 Report has multiple problems that should concern the Metro Council. The Draft 2024 Report does not explain how Metro is going to satisfy the housing needs over the 20-year period and does not even acknowledge the Goal 14 boundary location requirements or attempt to comply with these requirements. The Draft 2024 Report appears to be designed primarily to justify Metro's policy of limiting its consideration of UGB expansion areas to Sherwood's request since it was the only city to request an expansion. As explained below, the Draft 2024 Report is inconsistent with Goal 14, the implementing statutes and administrative rules, and *Marks* in several respects.

The Draft 2024 Report does not contain any meaningful recommendations or indication of what Metro's chief operating officer and staff may ultimately recommend the Metro Council adopt for its final decision. While we understand this public comment period is designed in part to provide Metro's chief operating officer and staff additional public input to help inform their recommendations, the Draft 2024 Report is so general and ambiguous that it makes it extremely difficult to provide meaningful input and comments. The Draft 2024 Report contains a wide variety of scenarios that lead to very different results, but it lacks any indication of which scenarios are more likely or how the Metro Council should factor in these varying scenarios to its decision. If Metro is truly seeking meaningful public input, requesting that the public comment on such an amorphous and non-committal report is not very helpful or productive.

The Draft 2024 Report failed to acknowledge there is a need for significant new housing in the Metro UGB to satisfy the 20-year housing needs of the region. Currently, there is an existing need for 23,700 additional housing units in the Metro region based on Econorthwest's Existing Housing Needs Report. Draft 2024 Report, Appendix 8A. The Draft 2024 Report notes there is also a need for a significant number of new housing units to address the future growth needs, ranging from 179,500 units under the high growth model, 149,500 under the baseline growth model and 119,600 under the low growth model. In total, this data demonstrates that there is a need for 143,300 to 203,200 new housing units in the Metro UGB to satisfy the 20-year needs of the region.

Instead of acknowledging this need for a significant amount of new housing units to satisfy the 20-year needs of the region, the Draft 2024 Report suggests that the Metro Council has wide "latitude to determine <u>whether</u> additional housing capacity is needed to accommodate potential household growth." Draft 2024 Report, p.37. (Emphasis added). The sole basis for this alleged latitude is the

"uncertainty" in predicting future trends. Draft 2024 Report, p.37-38. The uncertainty in predicting future trends cannot be used as a basis for ignoring the actual data and analysis because Metro's entire process of evaluating the needs of the region for the next 20 years is inherently uncertain. If the mere uncertainty in predicting future trends was sufficient to override the actual data and analysis, there would be no reason to do a detailed analysis of the housing needs in the first place. The Draft 2024 Report appears to be an outcome driven analysis designed to grant the Metro Council maximum latitude and discretion to decide whatever it wants, rather than an evidentiary based decision. Metro's needs analysis must be supported by substantial evidence, not an outcome driven approach designed to provide maximum decision-making discretion. *City of West Linn v. LCDC,* 201 Or App at 440.

The Draft 2024 Report failed to acknowledge that the Sherwood West urban reserve area proposal, the only UGB expansion option identified in the report, is woefully insufficient to satisfy the 20-year housing needs of the region. The Sherwood West proposal will only provide 3,120 to 5,580 new housing units, which will barely put a dent in the 143,300 to 203,200 new housing units needed to satisfy the 20-year needs of the region. By limiting its consideration of UGB expansion options to the Sherwood West proposal, Metro has made it impossible to satisfy the 20-year housing needs of the region.

The Draft 2024 Report does not comply with the Goal 14 boundary location factors. The report doesn't even mention the Goal 14 boundary location factors, let alone address them. Nor could the Draft 2024 Report comply with the Goal 14 boundary location factors because Metro refused to consider any urban reserve areas unless a city proposes an UGB expansion and provides a concept plan. Given that Sherwood was the only city to submit a UGB expansion proposal, Metro's policy of requiring a concept plan as a prerequisite to UGB expansion precludes consideration of any other areas in the Metro region. As a result, the Draft 2024 Report clearly does not identify where the additional housing is most needed as required by Goal 14.

Metro's "policy" of requiring a concept plan from the city before it will consider adding urban reserve land to the UGB is itself inconsistent with Goal 14 and the implementing statutes and administrative rules. Metro's decision to add land to the UGB must compare alternative areas based on a balancing of all the Goal 14 boundary line factors and cannot rely solely on any one factor. *Citizens Against Irresponsible Growth v. Metro*, 179 Or App at 17; *1000 Friends of Or. v. Metro*, 174 Or App at 409–410; *D.S. Parklane Dev., Inc. v. Metro*, 165 Or App at 25. Moreover, Goal 14, the statutes and the administrative rules do not even reference a "concept plan," and they certainly do not require a concept plan as a prerequisite to inclusion in the UGB. Metro's policy for requiring a concept plan as a prerequisite for inclusion in the UGB is based solely on the Metro Code ("MC"), but the Metro Code cannot override the requirements under Goal 14, the statutes and the administrative rules.

As the Court acknowledged in *Marks*, LCDC and the Department of Land Conservation and Development ("DLCD") have both determined that Metro cannot avoid the Goal 14 requirement to study all urban reserve lands for inclusion in the UGB based solely on the lack of a concept plan. *Marks*, 327 Or App at 715-716. If Metro identifies a need for additional land in the UGB to accommodate the regional need for housing and employment, Metro must determine which land to add by evaluating alternative urban growth boundary locations consistent with the boundary

location factors of Goal 14. OAR 660-024-0060(1); *Marks*, 327 Or App at 725. Metro must consider and balance the boundary location factors of Goal 14 for all of the urban reserves areas and determine the UGB boundary location based on all the relevant factors. OAR 660-024-0060(3). Metro cannot use the concept plan requirement in MC 3.07.1110 to avoid the Goal 14 requirement that it study all urban reserve lands for possible inclusion in the Metro UGB. *Marks*, 327 Or App at 737.

Moreover, even the Metro Code does not support such a carte blanche policy. MC 3.07.1425 sets forth "factors and criteria for amendment of the UGB," only one of which includes "whether the area has been concept planned." MC 3.07.1425(c) & (d). MC 3.07.1110(a) provides that concept plans are generally required before land is added to the UGB, but it does not limit Metro's six-year review of the UGB to areas that have a concept plan. Additionally, MC 3.07.1110(e) provides an exception to the general requirement that concept planning occur before land is added to the UGB.

Metro's policy is not only inconsistent with State law, but it based on a unique situation that should not be driving Metro's approach to UGB expansions. Metro added the concept planning requirement due to the UGB expansion in 2002, which included 12,000 acres in the Damascus area that largely failed to urbanize after the decades long legal battle that ultimately led to the City of Damascus disincorporating. But that situation was highly unusual and the reasons why that area has not been urbanized are unique to that situation. The local residents' unusual decision to incorporate Damascus in 2004 to control the development of this urban area, and the subsequent disincorporation after years of political infighting and litigation, that was the reason this area did not get developed. It was certainly not the mere lack of a concept plan.

Had Metro considered other urban reserve areas for possible inclusion in the UGB as required by Goal 14, it would conclude that there are other areas that clearly have a need for additional urban lands. As an example, the City of Tualatin's 2019 Housing Needs Analysis concluded there is an existing lack of affordable housing and lack of capacity to accommodate certain other housing types. Tualatin is unable to accommodate these housing needs without a UGB expansion. Had Metro considered Tualatin's Housing Needs Analysis, it clearly would have concluded there is a specific need for additional urban lands in this location. By refusing to even consider other cities housing needs analysis or similar information, Metro is disregarding its responsibility to determine where the best locations for expanding the UGB in compliance with Goal 14.

D. Conclusion.

The Draft 2024 Report and Metro's whole approach to this six-year UGB expansion review has turned the process on its head. The Oregon legislature granted Metro the authority to administer the regional UGB because it "required Metro's unique regional perspective, rather than leaving adoption and administration of the UGB to the large number of cities and counties making up the metropolitan area." *Marks*, 327 Or App at 712-713. Goal 14 and the implementing statutes and administrative rules were designed to require Metro to determine the housing and employment needs in the region and the locations where those needs can be best served.

Metro's current approach is the opposite of that legislative directive and process. Now the cities dictate when and where the regional UGB expansions will occur. Even when the city proposals are

insufficient to satisfy the regional housing and employment needs, the Draft 2024 Report makes it clear that Metro will either ignore those needs or rely on the inherent uncertainty in predicting future trends as a basis for justifying a smaller UGB expansion. Metro is effectively abdicating its authority over UGB expansions to the cities in contravention of the legislature's intent.

Not only is Metro's approach to this UGB expansion process inconsistent with Goal 14 and the implementing statutes and administrative rules, but it will exacerbate the current housing crisis in the Metro region. As recognized in the Draft 2024 Report, the Metro region currently does not have a sufficient housing supply and many residents are priced out of the market. That trend will only worsen over time. Metro needs to provide leadership on this issue, comply with the required Goal 14 process and be willing to make the hard decisions necessary to address this difficult housing issue plaguing our region. The first step in doing so is to ensure the 2024 UGB expansion process follows the requirements of Goal 14 and the implementing statutes and administrative rules.

We appreciate your consideration of our comments and look forward to addressing this issue further with the Metro Council.

Very truly yours,

HATHAWAY LARSON LLP

/s/ E. Michael Connors

E. Michael Connors

EMC/ep

cc: David Marks

Miriam Hanes

From: Ted Reid
Sent: Friday, July 19, 2024 9:09 AM
To: Eric Rutledge; Eryn Kehe
Cc: Tim Rosener; Keith Mays; Miriam Hanes
Subject: RE: Sherwood West UGB Support

Hi Eric,
I'm forwarding this to Miriam who is maintaining the decision record.

Thanks,
Ted

From: Eric Rutledge <[redacted]
Sent: Friday, July 19, 2024 9:06 AM
To: Ted Reid <[redacted]; Eryn Kehe <[redacted]
Cc: Tim Rosener <[redacted]; Keith Mays <[redacted]
Subject: [External sender]Re: Sherwood West UGB Support

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hi Ted and Eryn,

I talked with Diann this week and we weren't sure if this testimony needs to be resubmitted to be part of the UGB decision record?

There are a few other emails in support that came in before the UGR comment period formally opened.

Thank you!

Eric Rutledge
City of Sherwood
Community Development Director
[redacted]
Desk [redacted]
Work Cell [redacted]

From: Diann Matthews [redacted]
Sent: Tuesday, June 25, 2024 6:41 AM
To: [redacted] Tim Rosener [redacted]; Eric Rutledge <[redacted]; Keith Mays

[redacted]
Subject: Sherwood West UGB Support

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

Dear Gerritt,

This is Diann Matthews. My sister, Marleen Mandel, and I own the property at 18550 SW Edy Road in Sherwood (approximately 60 acres at the southwest corner of Edy and Elwert Roads). We are writing to you **in support of the Urban Growth Boundary (UGB) expansion** request for Sherwood West.

Our family's roots run deep in Sherwood. Our father was raised on a farm directly across Elwert from ours, and the Mandel family has been in Sherwood for more than 100 years. The farm he grew up on is already in the UGB. It is the subdivision known as Mandel Farms and has nearly 90 homes. Our parents purchased our property in 1956 and we have continued to use it as a home and farm for nearly 70 years.

During our time here, we have seen many changes in the city during our time here, some good, some not so good. With the addition of the high school in Sherwood West, traffic and congestion have made it increasingly hard to maintain our property as a farm. I can attest that the City has attempted to meet the needs of the citizens and have a vision for the city that fits into the small community feel Sherwood has always had, but feel that now is the time for expansion.

In the past dozen years or so, I have been extensively involved in the Citizen's Advisory Committee. I sat on the citizens advisory committee in the first iteration back in 2012 and I have played an active supportive role in the current concept plan that just wrapped up prior to the City making an application this year to Metro. The city has spent a lot of thoughtful time making an appropriate plan to meet the City's current and future needs for housing, roads, infrastructure, schools, and parks.

Here are a few examples of the needs of the community and thus the reason for the ask from METRO for approximately 1300 acres: 1) lack for affordable housing in the area for all demographics, 2) job growth, which is a focus of the City Council and there is not any affordable housing for employees to live in the community, 3) more families increase school enrollment in the area and in the Sherwood High School which is located in the Sherwood West boundary, 4) the result of increased population will benefit the entire community in the tax base, 5) parks have been included into the plan to fit into the existing vision of the Sherwood community, 6) focus on sustainable employment beyond the existing service jobs, which will provide the community with a stronger revenue and services base, and lastly 7) Sherwood withdrew its request in 2018 for UGB expansion and the community has felt negative impact ever since.

There is a group called West of Sherwood Farm Alliance, existing of 2 wineries, Hawks View and Alloro, that are outside the growth boundary of Sherwood West and are encouraging folks to complain and cite reasons against Sherwood West UGB expansion request. Many of these folks have not been involved in the arduous process the city has gone through in the past 12 years which has resulted in the City's current request to Metro.

Thank you for your time and consideration in this important matter. Please know there are many of our neighbors in the Sherwood West Area who support the UGB expansion request and are hoping Metro will vote in support of the UGB expansion request of 1291 acres.

If you have any questions please feel free to reach out to me at either [redacted] or at [redacted].

Sincerely,

Diann Matthews and Marleen Mandel
--

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Miriam Hanes

From: [redacted]
Sent: Thursday, August 15, 2024 5:14 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Objection to Urban Growth Boundary Expansion

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To whom it may concern,

As a resident and taxpayer of Sherwood for the past 23 years, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Kelly Melillo

Kelly Melillo
Sent from my iPhone

Miriam Hanes

From: Meerta Meyer <[redacted]>
Sent: Friday, August 16, 2024 1:19 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]In Opposition to Sherwood West Concept Plan

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The Sherwood West Concept plan will increase traffic and congestion (causing significant delays for day to day travel *and* first responders), create more and more of a burden on our school system (larger classroom sizes, teacher impacts, and more), increase the need for infrastructure improvements (causing a greater tax burden on Sherwood), and generally, is **NOT** what Sherwood residents want.

As anticipated, we see negative impacts of the Brookman development (*which was voted down by the citizens of Sherwood THREE times yet pushed through anyway*). We were promised better walkability and a thoughtful new traffic pattern - most definitely, not the case. The surrounding area has become a 'freeway' and/or cut through for more and more traffic without sidewalks and is unsafe for anyone to walk, run, or play (which was one of its' very selling points).

While we appreciate the need for development and perhaps even the intention to grow thoughtfully - this plan doesn't meet the needs of the existing community. Please pause and get it right.

Meerta Meyer
[redacted]

Urban Growth Management Team
Metro
600 NE Grand Ave.
Portland, OR 97232

8/13/2024

Metro Urban Growth Management Team,

The City of Gresham appreciates the work of Metro staff and consultants over the past year to compile the draft Urban Growth Report. At this time Gresham would like to provide some comments regarding the draft report:

- A topic throughout the region this cycle has been the feasibility of industrially zoned lands. Gresham staff were informed that the Metro process considered slope as part of Sherwood's expansion proposal, which is commendable. Unfortunately, slope isn't reflected in the inventory of industrial land supply in a way that accurately reflects developable acreage. Large-lot development is widely seen as infeasible if slopes exceed 5%. Several of the region's large-lot tier 3 sites are within Gresham. One is an active gravel pit, and the others are within the Springwater area with slopes in excess of 7%.

- The UGR will be viewed statewide and can have far-reaching implications. We know funding is critical for tier 3 sites, especially large-lot sites to become shovel-ready. We need to ensure we get the industrial land supply right to effectively advocate for funding for these sites.

- The draft UGR discusses potential conditions that could be placed on a Sherwood expansion related to housing that could require a certain housing mix. Gresham would caution against overly prescriptive conditions of approval with the impending Oregon Housing Needs Analysis. It could be more appropriate to allow the OHNA housing needs allocation and Sherwood's translation of it into housing types, characteristics, and locations to help Sherwood formulate zoning and incentives for housing types within the expansion area.

We appreciate your consideration of Gresham's comments.

Sincerely,

Ashley Miller

Ashley Miller
Community Development Director

E. Fitz

Erika Fitzgerald
Interim Economic Development Director

Miriam Hanes

From: Jamie Monahan [redacted]
Sent: Thursday, August 15, 2024 10:35 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]2024 Sherwood West Concept Plan

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Jamie Monahan

Sent from my iPhone

Miriam Hanes

From: Julie Nader [redacted]
Sent: Wednesday, August 21, 2024 2:44 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Urban Growth Boundary

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Good Afternoon!

I am concerned about expanding the Urban Growth Boundary when there is space for more housing right now. I own a home in Sherwood (and thus pay taxes) and want you to reject the Expansion of the West Urban Growth Boundary by 1,291 acres!

Thanks for hearing my concern,
Julie

Julie Nader

Miriam Hanes

From: Eric Rutledge [redacted]
Sent: Friday, July 19, 2024 3:10 PM
To: Miriam Hanes
Cc: Ted Reid; Eryn Kehe
Subject: [External sender]FW: UGB-Expansion
Attachments: Sherwood UGB-#2.pdf

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

Hi Miriam – some testimony for the urban growth decision. It looks like the Metro Council was copied but not staff. Wanted to make sure you received this.

Thanks,

Eric Rutledge
City of Sherwood
Community Development Director
[redacted]

From: LouAnn Nance <[redacted]>
Sent: Sunday, June 30, 2024 2:20 PM
To: [redacted]
Cc: [redacted] Eric Rutledge <[redacted]>; [redacted]; Keith Mays [redacted]
Subject: UGB-Expansion

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Sent from my iPad

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June 30, 2024

Gerritt Rosenthal
District 3 Councilor Metro
[redacted]

CC:
Marisa Madrigal
Chief Operating Officer
[redacted]
Eric Rutledge
Community Development Director
[redacted]
Lynn Peterson
President, Metro
[redacted]
Mary Nolan
District 5 Councilor Metro
[redacted]
Tim Rosener
Mayor, City of Sherwood
[redacted]
Keith Mays
Councilor, City of Sherwood
[redacted]

RE: UGB Expansion
Dear Gerritt:

My name is Lou Ann Nance, and my interest in the Sherwood UGB is based upon my family's property within the Sherwood West Neighborhood, which they have owned for nearly 40 years.

Our family has huge sentimental interest in the Sherwood Area, and desire for thoughtful development of the area that support s efficient use of the land that creates new jobs and affordable housing. It will also be necessary to create a tax base that sustains the infrastructure, and the new $247 million-dollar high school.

Your foresight into a healthy UGB Plan will ensure the prosperity of the City of Sherwood for many years to come. Thank You for your time and considerations in this important matter.

Sincerely

Lou Ann Ottoman Nance

August 15, 2024

Metro Council Chair Peterson and Members of the Metro Council,

Thank you for the opportunity to provide testimony on the draft Urban Growth Report (UGR) released in July. We appreciate the work and effort staff have dedicated to the implementation of the Urban Growth Report process. We are grateful for the opportunity to have representation on the Stakeholder Roundtable.

The Washington County Chamber of Commerce represents a broad spectrum of businesses and community stakeholders who are deeply invested in the future growth and prosperity of our region. After thorough discussion with our members, we have identified several areas of concern in the UGR as currently drafted. We respectfully submit the following feedback for your consideration.

1. Definition and Classification of "Buildable Land"

One of our primary concerns revolves around the definition and classification of "buildable land," particularly in the context of industrial land supply versus housing capacity. The current draft report appears to contain significant discrepancies between what is considered "developable" land and what Metro is counting as a surplus of buildable lands.

Analysis suggests there is an oversampling of small parcels, particularly those under 10 acres, which are generally not attractive to industrial or commercial investors. Additionally, we have identified issues with several large parcels, including eight 50-acre sites that appear to be either defunct rock quarries or sites with serious constraints, making them effectively undevelopable.

We urge Metro to revisit the criteria used to classify industrial land and to apply more stringent layers of analysis to ensure that the data reflects the true potential for industrial development. It is crucial that Metro's data accurately represents the realities on the ground to avoid misguiding policy decisions based on an overestimated supply of viable industrial land. If the criteria are embedded in State Land Use laws or constraints, we believe it is incumbent upon Metro to actively seek changes to State Laws or Statute.

2. Employment Lands and Viability

Regarding employment lands, we recommend that Metro Council discount approximately 1,300 acres of land with a slope grade above 7%, as this exceeds the industry standard for commercial and industrial development. We also ask that the Council consider the fact that the average lot size for employment lands is currently 3.8 acres, with a median site size of just 1.7 acres. These dimensions are often insufficient for the needs of modern commercial and industrial developments.

3. Senate Bill 4 Super-Siting and Employment Land Expansion

During the 2023 Legislative Session, Senate Bill 4 gave the Governor super-siting authority under the Oregon CHIPS legislation (SB4) passed last session. Should the Governor choose to exercise this authority, we strongly urge the Metro Council to view this as an additive measure rather than a replacement for any employment land expansion decisions as it was contemplated by Legislators. The super-siting authority is a valuable tool for specific projects but should not substitute the broader need for increasing our employment land base.

4. Housing Capacity and the Need for Realistic Projections

The draft UGR significantly underestimates the region's housing needs. According to a report by ECOnorthwest, the Portland Metro Region is already facing a shortage of 59,488 homes, in addition to 10,683 homes needed for houseless populations. Furthermore, the report projects that the region will need to produce 294,853 new housing units over the next 20 years—far exceeding Metro's calculated range of 143,300 to 203,200 units.

We strongly recommend that Metro Council incorporate this supplementary data into the UGR and consider its implications, particularly in the context of Sherwood's expansion plans. The current projections in the UGR do not align with the on-the-ground realities of our housing market. We also urge the Council to reject the limiting housing development scenarios presented on page 38 of the report. Instead, Metro should adopt a policy framework that acknowledges both the low capacity for housing development within the Urban Growth Boundary (UGB) and the urgent, high need for new housing production.

The current scenario, which suggests a surplus of 9,050 units, is misleading and risks leaving our region severely underprepared for future housing demands. The reality points to a potential deficit of 84,000 housing units inside the UGB, a gap that Metro must address to avoid exacerbating the existing housing crisis. We believe that planning for adequate housing will help to mitigate the escalating costs of housing.

5. Planning for Growth, Not Decline

Finally, we believe that it is far wiser to plan for growth and be overprepared than to anticipate decline and risk underproducing housing and jobs. The current UGR seems to prophesy a conservative growth outlook, which could lead to economic stagnation and increased pressure on housing markets. We urge Metro Council to adopt the "High" Population growth forecast in the UGR to provide greater flexibility to local jurisdictions in meeting their communities' needs.

This recommendation is not just a matter of optimism but of prudent public policy. By planning for high growth, Metro can ensure that our region is prepared to meet the demands of a growing population, thereby avoiding future crises related to housing shortages and economic underdevelopment.

6. Washington County Chamber Support for Sherwood's Expansion Application

In addition to the concerns outlined above, the Washington County Chamber of Commerce fully supports the City of Sherwood's expansion application as presented. We believe that the Sherwood West North District Mixed Employment Area (MEA) is critical for addressing the region's growing need for industrial land and housing. The inclusion of this area within the UGB will help meet the demands of a

robust and expanding industrial market, provide opportunities for job creation, and contribute to the overall economic growth of the region.

It is essential that the final decisions reflect the true needs and potential of our community, and we remain committed to ensuring that the voices of our members and stakeholders are heard throughout this process.

We appreciate the significant amount of work that Metro has put into the Urban Growth Report, but we believe that adjustments are necessary to reflect the true needs of our region. We urge the Metro Council to take these concerns into account and to revise the UGR accordingly. The Washington County Chamber of Commerce stands ready to collaborate with Metro and other stakeholders to ensure that our region's growth is sustainable, equitable, and prosperous.

Thank you for your consideration.

Sincerely,



Deanna Palm
President/CEO

Miriam Hanes

From: Deanna Palm <[redacted]>
Sent: Friday, August 16, 2024 5:34 PM
To: Metro 2040
Subject: [External sender]Washington County Chamber Testimony on Draft 2024 Urban Growth Report
Attachments: Testimony for Metro Council Re Draft Urban Growth Report.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Please find attached testimony from the Washington County Chamber of Commerce in reference to Metro's 2024 Draft Urban Growth Report. Please feel free to reach out to me if you have any questions or need any additional clarification on our comments. Thank you!

Deanna Palm
She, her, hers
President/CEO

WASHINGTON COUNTY CHAMBER of COMMERCE

Washington County Chamber of Commerce
Phone: [redacted]
Email: [redacted]
www.washingtoncountychamberor.com
[redacted] | Hillsboro, OR 97124

Miriam Hanes

From: [redacted]
Sent: Friday, July 19, 2024 8:46 AM
To: Metro 2040
Subject: [External sender]Please Vote NO on the Sherwood Urban Growth request

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Dear METRO Council,

Say NO to the Sherwood request to expand the UGB. Although METRO has previously said YES to all city proposed UGB expansion requests, you should say NO to the Sherwood request. Please stick with your charter! From your website "...Portland area leaders saw an unfulfilled need to provide regionwide planning and coordination to manage growth, infrastructure and development issues that cross jurisdictional boundaries. They also saw a need to protect farms and forests from urbanization and to provide services that are regional in nature."

The Sherwood proposal uses inaccurate population growth data. Read and listen to your own Expert Analysis reports. The minimal population growth will come only from net migration. The state is also looking at alternative scenarios. Read the "Zero Migration" report from the Oregon Office of Economic Analysis at Report: Zero Migration, a Demographic Alternative Scenario | Oregon Office of Economic Analysis (oregoneconomicanalysis.com)

Job estimates - simply a Field of Dreams estimate, if you build it they will come. But, they will not come from out of state, they will come from other parts of Metro. Everyone hopes they will get a microprocessor factory, but another Amazon warehouse employing robots is more likely.

New Housing – politically correct position, but simply wrong. This will not drive housing prices down. Does anyone really believe that this growth will help solve the homeless problem?

Infrastructure – We are taxed enough already, please STOP! The proposed roadway improvements are not nearly enough to move the increased amount of traffic.

This UGB expansion is NOT needed, it is wanted. It is backed primarily by the city government and developers. Why they support this UGB expansion is unclear, but there are clues when you look at the list of Supporters provided by Sherwood in the proposal, and by this statement made by Mayor Rosener at the last MPAC meeting. He said something to the effect... "We have speculators who have bought up the land or have options on those lands, to do land assembly. There is some grease on the wheels there."

Please stop the sprawl and protect farms! Support infill. Support real estate re-development to address the housing. Support re-purposing of unused office space resulting from folks working from home.

Thank you for your consideration,

Jo and Alan Pearson
[redacted]
Sherwood, OR 97140

Miriam Hanes

From: [redacted]
Sent: Sunday, August 18, 2024 6:29 PM
To: Metro 2040; Marissa Madrigal; Lynn Peterson; Gerritt Rosenthal
Cc: Sherwood Farm Alliance; [redacted] Al Pearson
Subject: [External sender]Please REJECT Sherwood's UGB Growth Request

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To whom it may concern,

We strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. METRO needs to execute on one of their primary purposes, and stop unnecessary urban sprawl.

NOT NEEDED
In 2022 Metro projected Sherwood would grow by a scant 3% over the coming decades. The Sherwood School District has forecasted enrollment for the new high school will begin to DECLINE in 2027. Sherwood has enough vacant land to accommodate new housing and jobs for years to come, when planned and developed wisely.

Metro's research concluded there is enough industrial land inside the existing Regional UGB for another 20 years. Metro's research on Residential land shows most land brought into the UGB in the last 20 years remains undeveloped.

FALSE PREMISES
Taxes will increase. I testified and asked for a Taxpayer Impact Statement, yet none is available to my knowledge. Residents should understand how Sherwood and its residents will pay for the new roads, sidewalks, water and sewer, and not just an "agreement" to figure it out later. Yes, the developers will pay for a portion of the initial infrastructure, but WE will be left with more financial obligations to pay for the operating and maintenance costs, even though we do NOT need the new land to keep pace with growth in Sherwood.

Trust in Leadership is rapidly eroding. Statements like "Developers and speculators have already bought land or rights...", "Wheels have been greased...", and then the Washington County testimony supporting Sherwood and stating something like "WE encourage METRO to adopt the high population estimate so they could get more funding..." This is astounding, but sadly not surprising, behind the scenes behavior.

NOT WANTED
84% of the people in Sherwood who participated in an online poll in 2021 OPPOSED the UGB expansion. If you actually read the verbatims in the Sherwood proposal, there is little support for this expansion by the residents.

We stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Alan and Jo Pearson

Miriam Hanes

From: Bridget Perkins [redacted]
Sent: Tuesday, August 20, 2024 8:29 PM
To: Metro 2040
Subject: [External sender]No to the boundary expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres.

This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes.

I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Bridget Perkins

Miriam Hanes

From: Stu Peterson <[redacted]>
Sent: Sunday, July 21, 2024 8:19 PM
To: Metro 2040
Subject: [External sender]RE: Sherwood West Concept plan

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In reference to the above mentioned urban expansion I want to express my support for this planned expansion. There is an acute shortage of all types of developable land in the tri county area, but in particular Industrial property is lacking. AS a commercial real estate broker of 42 years focused in the Metro region but SW in particular, I have represented many of this submarkets largest employers. Lately I have seen a trend by some to relocate to other areas of the state, or out of state due to the lack of available land and/or facilities to house expansion. The housing shortage in the region is mentioned often in the press and is a focus of the state leadership, but the shortage of industrial land is more acute in our region is more acute, and in my opinion, more important. Our region cannot prosper without our industrial employers being retained and the shortage of industrial property in the metro region is causing out migration of these stalwarts of our business community.

Stu Peterson SIOR
Macadam Forbes
[redacted]
Lake Oswego OR 97035
[redacted]
Initial Agency Disclosure Packet

JOHN A. RANKIN, LLC.
Attorney/Consultant
[redacted]
Lake Oswego, Oregon 97035

Mailing Address:
[redacted]
Murrieta, California 92562
[redacted]
email: [redacted]

July 30, 2024

VIA EMAIL ONLY

Metro Council
c/o Ms. Marissa Madrigal
Chief Operating Officer
Metro Services District
600 NE Grand Ave
Portland, OR 97232
[redacted]

Re: Letter of Support For Metro Council's 2024 UGB Decision For Inclusion of the Sherwood West Concept Plan Area.

Dear Councilors Peterson, Simpson, Lewis, Rosenthal, Gonzalez, Nolan, and Hwang:

Please accept this letter as our second and supplemental official Letter of Support on behalf of those Sherwood West property owners, whom we currently represent and have represented in the past from the beginning of the Sherwood West planning process nearly ten years ago, requesting that your December 5, 2024 final decision approve the City of Sherwood's "Ask" to expand the Metro UGB to include the entire Sherwood West 1,291-acre Planning Area into the current Metro UGB boundary.

We respectfully submit this testimony on behalf of our current and former mostly very long term generational Sherwood farm and community family clients, Elanna Schlichting, manager of the Schlichting Family Century Farm LLC (owners of approximately 38 acres), Nancy Perkins and Kevin Sabbe, Trustees of the Sabbe Family Trust (owners of approximately 32 acres), and the Glen T. Wetzel Family (owners of approximately 0.46 acres), all located in the North District, as well as the Mandel Farms, LLC (owner of approximately 57 acres) and Prodigal Son LLC. (owner of approximately 20 acres) both located in the West District, all of

which represents approximately 147 acres or nearly 12% of total land located within Sherwood West.

From years of experience representing a number of Oregon cities in various capacities and being intimately involved in comprehensive and concept plan since the 1970's and 1980's, and based on recent review of Metro's Draft July 2024 Urban Growth Report ("UGR"), please see the following executive summary of our written and oral testimony to both the City of Sherwood over the years, our initial April 2024 letter to you, and our review of the UGR in light of recent promising trends on the horizon of our lives and our communities, locally and nationally, which ultimately argue in favor of and support for your affirmative decision to expand the Metro UGB to include the entire Sherwood West Concept Plan:

1. The City of Sherwood and the Sherwood Community has worked very hard for many years with the help of Metro Council Staff and thousands of hours of City and County officials and staffs, with the valuable input of countless community volunteers and consultants from the entire collection of interested parties and local and state agencies and the many vital NGOs, all of which have provided important and essential input to shape and create the unique Sherwood West Vision for the future of all of its existing and future residents and businesses.

2. Sherwood West is the first time the City and Community and all players has systematically and comprehensively supported and created a visionary UGB expansion of this scope, which will provide the road map forward beyond our current lifetimes.

3. Sherwood West is the first expansion request to incorporate many of the middle housing (and thus more affordable housing) options of the continuing local and statewide Smart Growth legacy.

4. Sherwood West:
    a. Protects and enhances the viable farm and forest lands surrounding Sherwood.
    b. Protects and enhances the existing special natural resources of the Area that are so important and beloved throughout our community and county and state.
    c. Encourages distinct and diverse middle housing types, in livable and walkable neighborhoods close to commercial areas as built environments centered around those existing natural resources.
    d. Helps address Sherwood's local housing crisis and particularly its need for affordable housing to meet its changing demographics.
    e. Provides a much-improved Jobs/Housing Balance centered in the North District Employment Area that will help ensure that Sherwood West's vision is economically sustainable into the future.
    f. Which Balance is specifically planned to attract advanced manufacturing and high-tech support services that by purposefully reducing the need for direct "major highway access" and reducing the number of trips and miles between home and work will further enhance Sherwood's collective goal to be as "carbon neutral" as possible.
    g. Provides affordable opportunities to more small women owned and BIPOC businesses in the North District and the planned commercial areas.

5. In recent "Ask" cycles, as Sherwood continued to refine its Sherwood West Plan, other communities within the Metro UGB and especially in the South and West Metro Areas

have been given significant UGB expansions into urban reserve areas which were comprehensively planned and are being and will be comprehensively developed for many years into the future. Sherwood needs and respectfully requests that same opportunity.

6. Nationally, despite what we thankfully are seeing "in the rear-view window":
    a. Inflation appears to be under control and been reduced significantly year over year confirming the "soft landing" we all hoped for, and
    b. The Federal Reserve is this week signally that its next interest rate reduction will occur in September 2024, as the recovery continues to trend upward.
    c. All of which will encourage a return to sustainable growth in all sectors and with Sherwood's current housing crisis and need for more employment land provides the support for your December decision to expand the UGB to include all of Sherwood West.

7. We continue to sincerely believe the best way to make certain a great Concept and Community Plan like Sherwood West truly succeeds is to make certain the entire Plan is fully implemented for the reasons given in our April 4, 2024 Letter of Support, including but not limited to:
    a. We need only look at the decades old and recent successful UGB expansions from Villebois in Wilsonville to River Terrace in Tigard and others in Hillsboro in West and Southwest Metro;
    b. Piecemeal or phased expansions always result in anomalies and subtle and not-so-subtle resulting amendments that blur a city's vision and frustrate the intended balancing of the complex inter-relationships of planning efforts and the natural and built environments; and
    c. The City and Community can then work on an "economies of scale" basis with all potential developers and affected agencies to ensure the City's Strategic Funding Program works most efficiently and effectively to realize the vision.

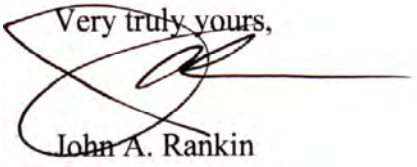
8. Sherwood has created a viable Sherwood West Final Infrastructure Strategy which will work to phase development and enhancement of the built and natural resources environments.

9. Significant interest in Sherwood West from quality members of the development community, both locally and nationally, has been generated, particularly in the industrial employment lands designated in the North Area in the last year, resulting our receipt of a purchase offer from a serious and respected national development company who has been active in the Portland Metro Area and Pacific Northwest for many years.

Again, thank you for the opportunity to present this final letter of support on behalf of all of us who live and/or work in the Sherwood and in the Sherwood West Planning Area.

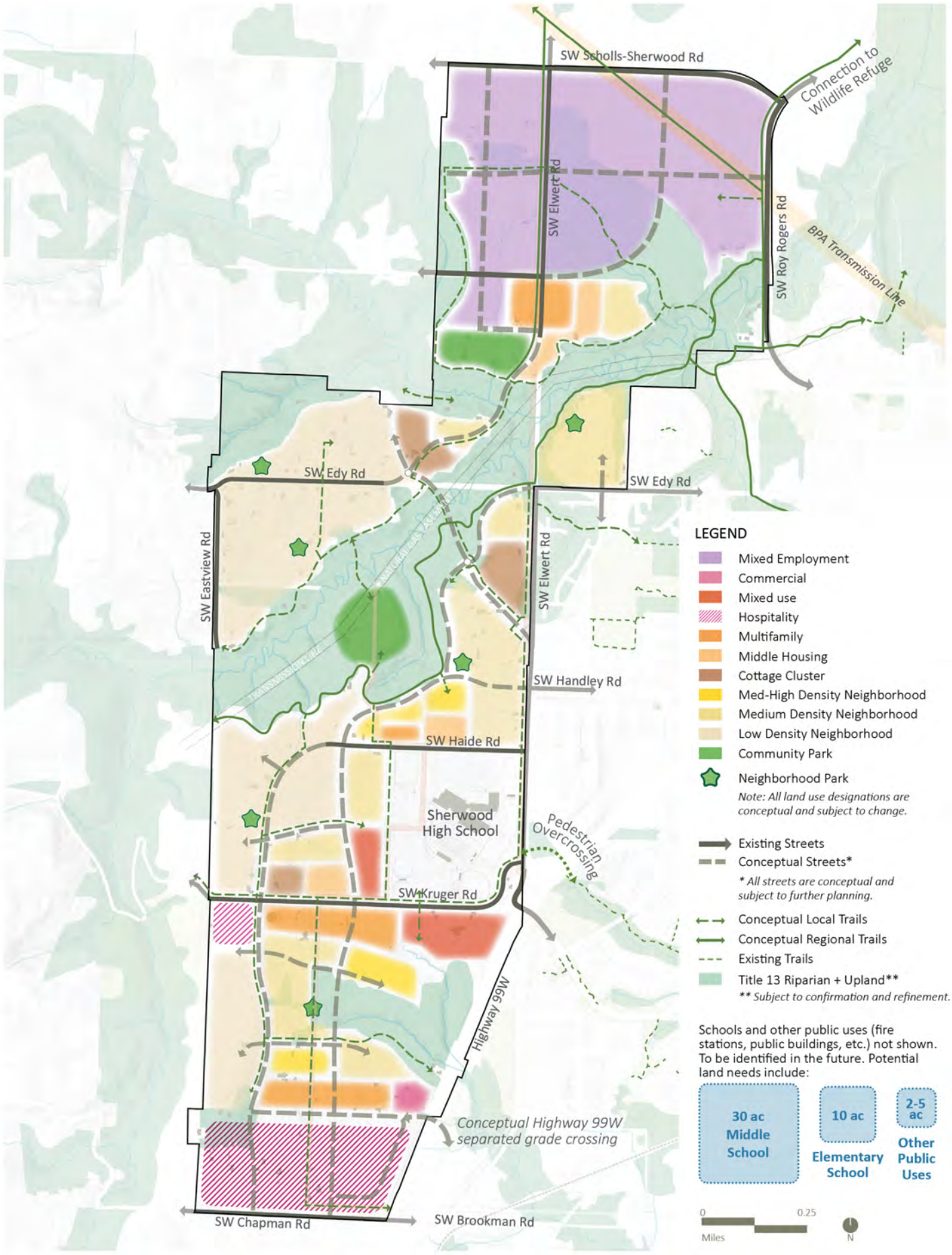
We continue to look forward to your decision to expand Sherwood's UGB to include the entire Sherwood West Planning Area and give the City the ability to create and implement Sherwood West as a great addition to the City and the Sherwood Community as well as to the greater Portland Metro Area.

Finally, a profound thanks to you all and your staff's help and support of the City's long-term efforts to create the Sherwood West Plan.



JAR/bhs
Enc: Sherwood West Map
Pc: Gerritt Rosenthal, District 3 Councilor
Via email: [redacted]
Eric Rutledge
Community Development Director
Via email: [redacted]
Bruce Coleman
Economic Development Director
Via email: [redacted]
Clients and Former Clients via email

Figure 8. Composite Concept Plan Map



004749

Miriam Hanes

From: John Rankin [redacted]
Sent: Tuesday, July 30, 2024 9:32 AM
To: Marissa Madrigal
Cc: Metro 2040; Gerritt Rosenthal; Eric Rutledge; Bruce Coleman
Subject: [External sender]Public Written Testimony to Metro Council and Staff - Sherwood West Planning Area 2024 "Ask"!
Attachments: Public Written Testimony to Metro Council - Sherwood West Concept Plan 07302024.docx; Sherwood West Composite Concept Map 4-3-24.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Ms. Madrigal and Councilors Peterson, Simpson, Lewis, Rosenthal, Gonzalez, Nolan, and Hwang:

Please kindly accept our attached Public Written Testimony Letter regarding the City of Sherwood's 2024 "Ask" for the expansion of the Metro UGB to include the Sherwood West Planning Area.

If you have any other questions or comments or need additional help, please let me know. Thanks.

Best to you all and your families!

John
John A. Rankin LLC
Attorney at Law/Consultant
[redacted]
Lake Oswego, Oregon 97035

Mailing address:
John A. Rankin, LLC.
Attorney (Oregon)/Consultant
[redacted]
Murrieta, CA 92562-8712
[redacted]
Email: [redacted]

****

IMPORTANT NOTICE: This communication, including attachments, may contain confidential communications and/or privileged information. If you have received it in error, please delete it and notify me. Thank you.

Miriam Hanes

From: Terry R <[redacted]>
Sent: Saturday, August 17, 2024 7:57 AM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Sherwood UGB Expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely, Terry Repp

Miriam Hanes

From: Al Jeck [redacted]
Sent: Tuesday, July 23, 2024 3:36 PM
To: Metro 2040
Subject: [External sender]Letter to Metro Council; Urban Growth Report
Attachments: 2024-07-23 Letter of support to Metro KR.pdf

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Please see the attached letter of support for the Urban Growth Report and the Sherwood West UGB Expansion request. Thank you.

Al Jeck
Venture Properties, Inc.
[redacted]

VentureProperties
INCORPORATED

Creating Tomorrow's Communities Today

July 23, 2024

Council President Peterson and Metro Councilors
c/o [redacted]

Re: Draft Urban Growth Report

President Peterson and Councilors:

My name is Kelly Ritz, President of Venture Properties, Inc. and our associated home building company, Stone Bridge Homes NW, LLC. In 2015, we began development of the Mandel Farms subdivision, an 86-lot detached home community at Edy and Elwert Roads in Sherwood. We closed on our last home in October 2019. It was a successful project for us, and we are very appreciative of the support we received from the Sherwood community and city staff.

Shortly after starting Mandel Farms, we began working with City Planning staff and several property owners in the Sherwood West area to advocate for a potential urban growth boundary expansion for all or a portion of Sherwood West. Much study and discussion has taken place in the years since, culminating in an extensive two-year planning process and adoption of the Sherwood West Concept Plan in 2023. This led to a request to Metro later that year to expand the Urban Growth Boundary to include 1,300 acres within Sherwood West.

A key part of Metro's review of this request includes the recently completed draft Urban Growth Report. This report concludes that under baseline population forecasts, "approximately 150,000 additional homes are needed to meet expected population growth over the next 20 years," and to meet this demand, "we must continue to focus on public investment and removing barriers to housing production." Land to accommodate this growth will need to come from a variety of current, redevelopment, and urban expansion sources. Sherwood's UGB expansion request, created from strong community support, offers a thoughtful blueprint for a diversified residential-industrial-employment planned community. We believe that their plan has the best chance of supplying a mix of single-family, middle housing, and multi-family options for all age ranges now and into the future.

My companies and I wholeheartedly endorse your acceptance of the Urban Growth Report and recommend your continued review and approval of the Sherwood West Urban Growth Boundary expansion.

Thank you for your consideration of our testimony.

Sincerely,

Kelly Ritz, President
Venture Properties, Inc.

[redacted] Lake Oswego, Oregon 97035 • [redacted]

Miriam Hanes

From: Bruce Coleman <[redacted]>
Sent: Wednesday, July 24, 2024 6:52 AM
To: Al Jeck; Metro 2040
Cc: Eric Rutledge
Subject: [External sender]RE: Letter to Metro Council; Urban Growth Report

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Thank you Kelly and Al,

Brucce

Bruce Coleman
Economic Development Manager
City of Sherwood
[redacted]
Sherwood, OR 97140
[redacted]
www.sherwoodoregon.gov/economicdevelopment
[redacted]

ABOUT SHERWOOD ECONOMIC DEVELOPMENT: Sherwood offers many strategic advantages for business investment and economic development. Conveniently located in the southwest/I-5 Corridor of Greater Portland's Silicon Forest. Rated the 2nd safest city in Oregon, Sherwood also boasts a highly skilled workforce, outstanding schools, and strong community spirit. Sherwood enjoys easy access to I-5, I-205, Highway 99W and the Portland International Airport. Sherwood has a pro-business city government and encourages a wide range of businesses to locate and grow here, from startup entrepreneurs to Main Street businesses, to high technology advanced manufacturing. Sherwood boasts an engaged and collaborative city staff. We are actively creating new locations to serve our growing business community. We invite you to explore business growth opportunities in Sherwood.

From: Al Jeck <[redacted]>
Sent: Tuesday, July 23, 2024 3:36 PM
To: [redacted]
Subject: Letter to Metro Council; Urban Growth Report

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Please see the attached letter of support for the Urban Growth Report and the Sherwood West UGB Expansion request. Thank you.

Al Jeck
Venture Properties, Inc.
[redacted]

This email may contain confidential information or privileged material and is intended for use solely by the above referenced recipient. Any review, copying, printing, disclosure, distribution, or other use by any other person or entity is strictly prohibited and may be illegal. If you are not the named recipient, or believe you have received this email in error, please immediately notify the City of Sherwood at [redacted] and delete the copy you received.

Miriam Hanes

From: Lindsay Roberts <[redacted]>
Sent: Thursday, August 15, 2024 9:41 PM
To: Metro 2040
Subject: [External sender]I oppose the Sherwood West Urban Growth Boundary expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

As a resident and taxpayer of Sherwood, I strongly oppose the 2024
Sherwood West Urban Growth Boundary expansion proposal and the proposed expansion of the Urban Growth Boundary by 1291 acres. This excessive and unnecessary plan would destroy vital farmland, displace wildlife, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Lindsay Roberts
[redacted]
Sherwood, OR 97140
[redacted]

Miriam Hanes

From: STEVE ROSS [redacted]
Sent: Thursday, August 22, 2024 6:23 PM
To: Metro 2040
Cc: [redacted] Marissa Madrigal; Lynn Peterson; Gerritt Rosenthal; [redacted]
Subject: [External sender]Sherwood Urban Growth Boundary

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Steven Ross

Miriam Hanes

From: LOYAL ROTH [redacted]
Sent: Tuesday, August 20, 2024 3:19 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]UGB expansion proposal

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely, Loyal Roth

Rothchild Construction Co. Inc
[redacted]
Sherwood, OR 97140
CCB # [redacted]

Miriam Hanes

From: Dan Rutzick <[redacted]>
Sent: Thursday, August 22, 2024 6:09 PM
To: Metro 2040
Subject: [External sender]2024 Draft UGR Comment

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hello,

The 2024 UGR has implications for local government planning processes as Metro's subsequent distributed forecasts inform local Housing Capacity Analyses, Economic Opportunities Analyses, and Regional Transportation Plan modeling.

The City of Hillsboro recommends Metro rely on a high population growth forecast to allow our region to be nimbler in addressing current and future housing and employment needs.

The 2024 Draft UGR demand scenario 4 involves faster household growth in 2044 coming from increased in-migration of younger households, consistent with historic migration dynamics, who typically seeking multifamily and middle housing. Though younger households who migrate to the region by 2030, 2035, and 2040 may initially prefer multifamily or middle housing, many will continue to demand single-unit detached for their growing household size and other reasons. The City of Hillsboro recommends Metro add a new UGR demand scenario 5 that involves faster household growth coming from increased in-migration of younger households, consistent with historic migration dynamics, but with a larger percentage of single-unit detached to meet the demand during the next 20 years.

Though the Draft UGR shows the region as having sufficient total industrial capacity, much of the industrial land supply consists of smaller parcels with an average lot size of 3.8 acres and a median lot size of 1.7 acres. The Draft UGR mentions there are only eight sites over 50 buildable acres inside the UGB that are available to the general industrial market. The final 2024 UGR should highlight the lack of sufficient large-lot industrial sites 25 plus acres in size available to the general industrial market. The final 2024 UGR should also highlight that less than 6% of the taxlots available to the general industrial market are medium-sized sites between 10 and 25 acres.

Thank you,

Dan Rutzick | he/him | *Long Range Planning Manager*
City of Hillsboro | Community Development: Planning Division
[redacted]
Hillsboro-Oregon.gov | Engage with Us

Miriam Hanes

From: Terrel Smith [redacted]
Sent: Monday, August 5, 2024 6:21 PM
To: Metro 2040
Subject: [External sender]Sherwood West Expansion Plan

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

I am writing in support of the Sherwood West Expansion Plan. Here is a link to the rationale for my support. It is my opinion that this is a very good plan for the appropriate expansion of west Sherwood and fits with the logical development surrounding the Sherwood High School and other areas.

Sincerely,

Terrel Smith
Retired teacher-Sherwood High School
[redacted]

Request that the Metro Council:

- **Approve the Sherwood West Concept Plan as proposed by the Sherwood community. Changes to the plan threaten community support.**
- Add 340 net acres of residential land to the UGB as proposed in the Sherwood West Concept Plan.
- Add 130 net acres of flex industrial land to the UGB as proposed in the Sherwood West Concept Plan.
- Add 135 net acres of commercial and hospitality land to the UGB as proposed in the Sherwood West Concept Plan.

Background Information:

Urban Reserve designation

- Sherwood West is proposed within an Urban Reserve. Urban Reserves are lands suitable for accommodating urban development over the next 50 years.
- Land that is considered most important for commercial agriculture and forestry use is in rural reserves and not eligible for urban expansion.
- City has clearly answered question of readiness and has prepared for adding Sherwood West to the UGB.

Regional Growth Projections

- Our region is growing and is expected to add an average of 15,000 new residents per year through 2044.
- Sherwood is preparing for its share of growth through the Sherwood West Concept Plan.
- The Sherwood School District supports the Sherwood West proposal. The School District Board of Directors and the Superintendent have expressed strong support for the plan.
- Our region will add approximately 315,000 new residents and 137,000 new jobs over the next 20 years under a baseline growth scenario.

Community Engagement

- Since 2021, the City has held over 30 public meetings on Sherwood West. The public engagement process was highly publicized, thorough and inclusive. The Sherwood West vision was developed by the Sherwood community.
- The diverse range of residents and stakeholders were represented on the Community Advisory Committee and Technical Advisory Committee.

- The Sherwood West Concept Plan has strong local support including unanimous approval from the Sherwood Planning Commission, Sherwood City Council, and Washington County Board of Commissioners.

Housing

- Sherwood and the Portland region are experiencing a housing crisis. The severe shortage of housing has increased prices and reduced affordability for all. Between 2017 and 2022, the Portland region experienced a 50.4% increase in homelessness.
- The Sherwood West Concept Plan will provide a minimum of 3,100 new units including mid-rise apartments, missing middle housing, and single-family detached residences. A minimum of 43% of new housing will be middle and multi-family housing.
- The plan proposes innovative zoning types including cottage cluster only and middle housing only zones will provide opportunities for first time home buyers and empty nesters to stay within or relocate to our region.
- Sherwood West proposes between 43% - 68% middle and multi-family housing. The range depends on how much middle housing is constructed in certain zones.

North District Employment Land

- The Sherwood West employment land provides opportunities for equitable economic growth.
- Employment land is not just about a simple supply and demand analysis. Economic development requires a land supply that enables specific industries to thrive.
- The average industrial parcel size in the metro region is 1.7-acres. Our region is facing an industrial land supply crisis similar to the housing crisis. Small BIPOC and women owned businesses are most vulnerable to rising business costs.
- The industrial vacancy rate in Washington County is 2.5% making business more expensive for key target industries. Small businesses are impacted the greatest by high industrial land costs and lease rates.
- Sherwood grew it's industrial and manufacturing base twice as fast than the region between 2017 and 2022.
- The Sherwood West site is competitive and will lead to new jobs for a growing part of the region.

Annexation and Development Phasing

- Sherwood is committed to thoughtful planning and careful growth over time.
- Approval of the UGB expansion does not immediately bring the land into the City of Sherwood. The land remains part of unincorporated Washington County until formally annexed into the City of Sherwood.
- Growth is expected to occur first at key nodes with access to infrastructure like near the new Sherwood High School.

- The Concept Plan includes a Preliminary Infrastructure Funding Strategy that describes how new infrastructure will be funded. Where current SDC rates do not cover the cost of infrastructure, a broad range of funding tools will be considered.

CLACKAMAS COUNTY

BOARD OF COUNTY COMMISSIONERS
PUBLIC SERVICES BUILDING
[redacted] OREGON CITY, OR 97045

Metro Council
600 NE Grand Ave.
Portland, OR 97232

August 14, 2024

RE: Draft 2024 Urban Growth Report

Dear President Peterson and Metro Councilors:

Thank you for the opportunity to comment on the Draft 2024 Urban Growth Report (2024 UGR) and Sherwood West urban growth boundary (UGB) expansion proposal. We recognize that completing this report during these times of uncertainty is extremely challenging. The report acknowledges that while there may be slower projected population and employment growth, the on-going housing availability crisis and continual need for large-lot employment land are factors that should not be minimized.

First, we urge the Metro Council to select the **high growth rate for both population and employment**. Planning for high growth will give jurisdictions the latitude not only to attract more investment opportunities in the region, but also to appropriately balance housing needs, land use, economic development, and transportation planning. Assuming low or baseline growth rates may result in unintended, adverse effects, by constraining local jurisdictions' ability to respond in real time to address population, employment, and housing requirements. It is also critical that findings within the 2024 UGR support necessary UGB expansion without forcing the removal of land from other locations.

As part of the Oregon Housing Needs Analysis (OHNA), the State will assign specific housing targets to individual jurisdictions beginning in 2025. This new paradigm for housing accountability necessitates consideration of the specific land need within individual jurisdictions rather than a singular focus on regional land supply. Selecting the high growth rate for both population and employment will create the best opportunity to meet the coming state-mandated housing targets and will allow the region to be more responsive and proactive in attracting potential new employers.

Second, we have concerns with **Metro's methodology that asserts that we have a surplus of industrial lands (nearly 6,000 acres) available inside the UGB to serve our region's need over the next 20 years**. We appreciate the supplemental industrial lands analysis, based on site criteria, that was developed as a part of the City of Sherwood's expansion request. However, **we believe**

that Metro's methodology for determining industrial "buildable lands" is flawed because it does not consider key site criteria factors in developing the Buildable Lands Inventory.

The 2024 UGR cites that of those 6,000 surplus acres, the average industrial parcel size is 3.8 acres, with a median industrial parcel size of 1.7 acres. Market factors indicate that firms seek parcels that are a minimum of 5 acres and are developable in 7 to 30 months or less. It is also clear that there is demand for large-lot industrial sites of 20, 50 and 100 acres in Clackamas County, and Metro's current method of evaluating industrial land supply fails to address this demand. In short, the lands that Metro is considering developable are not sufficient to meet the market need.

Clackamas County continually faces the challenges of not having an inventory of available and suitable employment land to support industry and employment for our workforce. While we know that the 2024 UGR decision is only one of many factors that influences the development of land, it is essential that this decision is made in a way to best support growth in all of our communities.

Finally, the comment period for the 2024 UGR was not sufficiently long to allow a robust discussion of these important issues. In the future, we urge Metro to provide a 90-day comment period between release of the draft UGR and issuance of the Metro Chief Operating Officer's recommendation to the Metro Council. It is imperative that local jurisdictions be given an adequate opportunity to weigh in on the UGR at an early point in the process. That said, we are looking forward to future opportunities to communicate with the Council before the Urban Growth Management Decision is made later this year.

In closing, the Urban Growth Management Decision process is driven by legal obligations that do not always translate into market reality. Discussions about the future can begin with questions on whether the region has the right amount of land to support housing and job growth, but they must not end with a simple yes or no answer. We are supportive of Metro Staff's recent proposal to update the 2040 plan and look forward to the opportunity to develop a better approach to planning for a bright future for our region.

Sincerely,

Clackamas County Board of Commissioners

Tootie Smith, Chair

Commissioner Paul Savas

Commissioner Martha Schrader

Commissioner Mark Shull

Commissioner Ben West

Miriam Hanes

From: Leonhr [redacted]
Sent: Wednesday, August 21, 2024 12:57 PM
To: Metro 2040
Cc: Home Standridge
Subject: [External sender]Concerns About the Proposed Sherwood West Concept

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

>> I am writing to express my concerns regarding the Draft Urban Growth
>> Report and the City of Sherwood's proposed Sherwood West Concept.

>> First, the Draft fails to incorporate or thoroughly analyze the
>> figures upon which the Concept is based. Instead, it seems to merely
>> assess the City's "readiness" for expansion. While the City may
>> perceive itself as prepared to expand, the more important question is whether it should expand.
>> In my opinion, the answer is no. The proposed expansion is
>> unwarranted, as Sherwood has likely already reached its peak in terms
>> of the population that should or will move into the area.

>> For instance, the new high school was justified on the basis of
>> expected population growth, yet it has not come close to meeting the
>> attendance figures used to pass the Bond measure. We must be cautious
>> and not rely on the self-serving numbers the City provides when
>> making decisions about the Sherwood West Concept.

>> Furthermore, farmland is vital and irreplaceable. It is a key part of
>> the character of our city. Sherwood has already converted enough
>> farmland into developed areas. The thought of adding light industrial
>> buildings or more housing on the west side of our beautiful city is
>> unnecessary now and in the future. The residents of Sherwood have
>> been clear in their opposition to further expansion. Even METRO's
>> data shows that Sherwood's population is expected to increase by less
>> than 1,000 people over the next 20 years. Let's preserve the beauty that surrounds our city.

>> Thank you for your time and attention to these concerns.

>> Leon Standridge
>> [redacted]
>> [redacted]

Miriam Hanes

From: michelle Standridge [redacted]
Sent: Wednesday, August 21, 2024 1:21 PM
To: Metro 2040
Subject: [External sender]Draft Urban Growth Report/Sherwood Expansion

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August 21, 2024

METRO
Urban Growth Management Team
600 NE Grand Ave,
Portland, OR 97232

RE: Urban Growth Report, Draft 2024

Dear Council Members,

I am writing to provide comment on the Draft Urban Growth Report pertaining to the City of Sherwood's proposed Sherwood West Concept.

In reviewing the proposed draft report, I find the city of Sherwood's proposal to increase the city by 41% to be lacking in reliable data and concrete reasoning for such an expansion.

The west side of the city is already an area of congestion and outdated infrastructure. To add additional homes, light industrial buildings and traffic would severely impact the area, while requiring the loss of valuable, irreplaceable agricultural land and open space.

The impact on taxpayers for additional bond measures to then pay for roads, utilities, increased police and fire department services would also be a significant burden for a project that has shown no overall benefit to improving the quality of life for the residents of the community.

The layoffs currently occurring with Intel and other businesses in Washington County should be a cause for a cautious and well reasoned approach to solving a problem that does not exist for this area.

Thank you for your time in reviewing my correspondence.

Sincerely,
Michelle Standridge
[redacted]

Miriam Hanes

From: Jess Sunset <[redacted]>
Sent: Saturday, August 17, 2024 8:48 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Opposition to Sherwood West Concept Plan

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Jessica and Randy Sunset

[redacted]

Sherwood, OR 97140

Miriam Hanes

From: Conrad Thomason <[redacted]
Sent: Monday, August 19, 2024 12:13 PM
To: Metro 2040
Subject: [External sender]Message To whom it nay concern

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Conrad Thomason
[redacted]
Sherwood, OR 97140

Miriam Hanes

From: kerrville <[redacted]>
Sent: Wednesday, August 21, 2024 10:39 AM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]West urban growth boundary expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

As a resident and taxpayer of Sherwood
I strongly oppose the
Expansion of the West Urban Growth Boundary by 1,291 acres.
I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal!!
Please!
Sincerely,
Carolyn Thomason

Sent from my Verizon, Samsung Galaxy smartphone

Miriam Hanes

From: Jodi Tsutomi <[redacted]>
Sent: Tuesday, August 6, 2024 12:37 AM
To: Metro 2040
Subject: [External sender]Sherwood West Concept Plan

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Dear Metro Council,

Good evening and thank you for your time. I am writing this letter in support of the Sherwood West Concept Plan as proposed and supported by the Sherwood community and Sherwood City Council.

"New" and "fresh" are two words that come to mind in regards to this comprehensive plan. New strides and fresh faces. New ideas and fresh goals. New directions and fresh opportunities. This plan offers practical, thoughtful and forward movement; with a sustainable core based on values for healthy growth, preserving open spaces and upholding the strengths and benefits inherent in Sherwood.

Three key factors of the Sherwood West Concept Plan that in my opinion highlight its vital role:
1. Positive employment growth trends at 18% from 2017-2022.
2. Promoting a steady and robust economic growth and resdiential housing.
3. "2024 ECOnorthwest analysis North District Mixed Employment Area (MEA) of Sherwood West Concept Plan has site characteristics that make the land better suited to accomodate the industries that are growing and expanding in the Portland Metro area."

Sherwood must grow and evolve in a balanced way and I feel that the Sherwood West Concept Plan as proposed is that backbone.

Best Regards,
Jodi Tsutomi
Sherwoodian

Miriam Hanes

From: Jodi Tsutomi [redacted]
Sent: Tuesday, August 6, 2024 1:06 AM
To: Metro 2040
Subject: [External sender]Sherwood West Concept Plan

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Metro Council,

Good evening and thank you for your time. I am writing this letter in support of the Sherwood West Concept Plan as proposed and supported by the Sherwood community and Sherwood City Council. I am asking the Metro Council to approve the Sherwood West Concept Plan as proposed.

"New" and "fresh" are two words that come to mind in regards to this comprehensive plan. New strides and fresh faces. New ideas and fresh goals. New directions and fresh opportunities. This plan offers practical, thoughtful and forward movement; with a sustainable core based on values for healthy growth, preserving open spaces and upholding the strengths and benefits inherent in Sherwood.

Three key factors of the Sherwood West Concept Plan that in my opinion highlight its vital role:
1. Positive employment growth trends at 18% from 2017-2022.
2. Promoting a steady and robust economic growth and resdiential housing.
3. Per the 2024 ECOnorthwest analysis: "North District Mixed Employment Area (MEA) of Sherwood West Concept Plan has site characteristics that make the land better suited to accomodate the industries that are growing and expanding in the Portland Metro area."

Sherwood must grow and evolve in a balanced way and I feel that the Sherwood West Concept Plan as proposed is that backbone.

Best Regards,
Jodi Tsutomi
Sherwoodian

Miriam Hanes

From: Wayne Vandekraak <[redacted]>
Sent: Thursday, August 15, 2024 3:42 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]West Urban Growth Boundary Expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

--
Wayne Vandekraak
[redacted]

August 22, 2024

Metro Urban Growth Management Team
600 NE Grand Ave.
Portland, OR 97232

RE: Draft 2024 Urban Growth Report

Dear Metro Urban Growth Management Team,

Thank you for the opportunity to review and provide comments on the Draft 2024 Urban Growth Report (UGR). This memo summarizes technical comments from Washington County Land Use & Transportation staff.

We appreciate the work Metro has done for the region's livability in managing the Urban Growth Boundary (UGB) in a way that balances the need to protect rural land uses and provide an adequate supply of land that has a high likelihood of successfully developing into places to live, work, visit, and play. Staff appreciate the opportunity to participate in the process through the Land Use Technical Advisory Group (LUTAG), Metro Technical Advisory Committee (MTAC), the Transportation Policy Advisory Committee (TPAC) and the economic development forum. We also appreciate the time that Metro staff have spent sharing their work with us and other partners through various committees and organizations throughout the process.

Since the origin of the Metro Urban Boundary, jurisdictions in Washington County have shown their ability to plan for expansions of the UGB areas in a way that creates desirable communities. We respectfully request that Metro correct the number of housing units built in North Bethany since the UGB expansion in 2002. The Draft UGR reports that only 573 units have been built, but the actual number is closer to 4,000. This is an important detail because it shows the success of building communities within UGB expansion areas over the last twenty years.

The primary concerns of Washington County staff are how the technical tools have been applied to evaluate the most likely development potential and demand scenarios. These concerns have been raised by the County and other partners throughout the review process. Two examples follow:

- The scenarios that Metro prepared along with the three growth forecasts assigned a demand share for single- and multi-family units. The high growth projection was paired along with the high demand for multi-family product scenario, and we did not see results of the high growth forecast modeled with high demand for single-family product or an even split. We believe that it is important to ensure adequate land for a

Department of Land Use & Transportation
[redacted] Hillsboro, OR 97124-3072
Phone [redacted]
www.washingtoncountyor.gov

variety of housing types. Past trends have shown that much growth (both single and multi-family) is happening outside of town centers, reflecting market realities from both a supply and demand perspective. Supporting and incentivizing growth in our town center areas is a part of the solution to our housing crisis but so are carefully planned UGB expansions and infill development all around the region. The limited scenarios shared in the draft UGR did not prepare us to evaluate the effects of these options.

- For employment/industrial needs, the evaluation of industrial land supply needs to account for the available size of properties and the flat topography needed by modern large-scale industrial development. While land with slopes between 5% and 25% has been successfully developed into new residential areas, and to some extent new commercial areas, the parts of the region's industrial land supply that are this topographically challenging are unlikely to be financially viable. Flatter industrial land is a prerequisite to future growth in industrial employment. Metro should update the calculations of available employment/industrial land to remove steep slopes.

County staff worked closely with Sherwood staff as they prepared the Sherwood West Concept Plan and we support their technical work and the process that they have gone through. Again, we appreciate the collaborative spirit with which Metro staff approached this Urban Growth Report and look forward to our continued work together.

Sincerely,

Erin Wardell

Erin Wardell, Assistant Director
Department of Land Use & Transportation

Attachments:
Washington County Board of Commissioners comment letter 07-16-24

July 16, 2024

Metro Council
600 NE Grand Ave.
Portland, OR 97232

RE: Draft 2024 Urban Growth Report

Dear Chair Peterson and Metro Councilors,

Thank you for the opportunity to comment on the draft Urban Growth Report (UGR) and Sherwood West urban growth boundary (UGB) expansion proposal. The 2024 growth management decision is the blueprint for how Metro Council will lead the region in planning for future housing development and employment opportunities. We appreciate that these decisions are challenging and acknowledge there are trade-offs that must be carefully considered in this decision process.

Our Board strongly supports the City of Sherwood's application for expansion of the urban growth boundary to include the 1,291 acres within the Sherwood West urban reserve area. The city has demonstrated their readiness to serve the area with governance and infrastructure as required by Metro's Urban Growth Management Functional Plan. The City's plan envisions that up to 5,582 housing units and 4,524 jobs could be accommodated in the expansion area. As we are all grappling with ways to produce more housing in the region and across the state, adding this land to our regional urban growth boundary makes sense. In addition, Sherwood has shown that the proposed Sherwood West employment area has the site suitability characteristics to attract more of the types of industry that Sherwood has successfully recruited to the city in recent years. Even though this is a regional urban growth boundary expansion decision using regional analysis, place matters in this consideration. Sherwood has demonstrated that they are a place where people want to both work and live.

We also encourage Metro Council to strongly consider selecting the high growth rate for both population and employment. The selected growth rates guide regional policy and funding decisions around housing, employment land and supporting infrastructure. Choosing low growth rates could artificially constrain our ability to plan for or make decisions to support the development of badly needed housing of all types, or further constrain opportunities to grow our region's traded-sector employment, which provides living wage jobs for thousands of our community members.

Board of County Commissioners
[redacted], Hillsboro, OR 97124-3072
[redacted]

Thank you for your consideration. We look forward to continued partnership with Metro in planning to accommodate future growth to keep our region a thriving and great place to live.

Sincerely,



Chair Kathryn Harrington
On behalf of Washington County Board of Commissioners

Cc: Board of County Commissioners
Sherwood City Council
Stephen Roberts, Director of Land Use & Transportation, Washington County
Catherine Ciarlo, Director of Planning, Development and Research, Metro

Board of County Commissioners
[redacted] Hillsboro, OR 97124-3072
[redacted]

Miriam Hanes

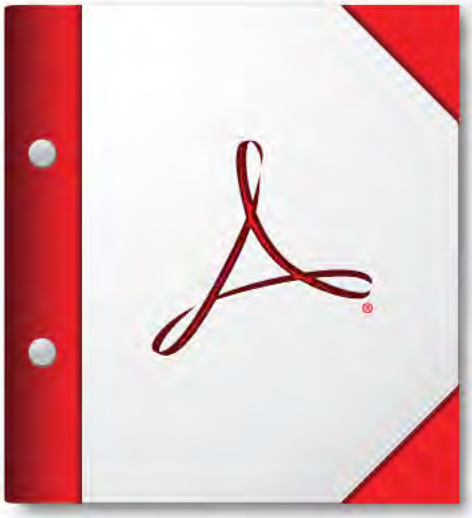
From: Erin Wardell <[redacted]>
Sent: Thursday, August 22, 2024 2:50 PM
To: Metro 2040; Eryn Kehe; Ted Reid
Cc: Ken Rencher; Jessica Pelz; Theresa Cherniak
Subject: [External sender]Washington County comments on draft UGR
Attachments: Washington County Draft 2024 UGR Comment Memo.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hi Eryn and Ted,
Please see attached Washington County's technical staff comments on the draft UGR. We appreciate the opportunity to comment, and the work both of you have put into this year's report.

Erin Wardell, AICP | Assistant Director
Washington County Department of Land Use & Transportation
[redacted] | Hillsboro, OR 97124
[redacted]

INFO: Washington County email address has changed from @co.washington.or.us to @washingtoncountyor.gov. Please update my contact information.



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004779

Miriam Hanes

From: Glen Hamburg
Sent: Monday, August 12, 2024 9:18 AM
To: Miriam Hanes
Subject: FW: [External sender]Restricted housing in Urban Growth Boundary

From: Doris Wehler <[redacted]>
Sent: Friday, August 9, 2024 5:40 PM
To: Metro 2040 <[redacted]>
Subject: [External sender]Restricted housing in Urban Growth Boundary

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

When analyzing the expansion of the Portland UGB, you propose to maintain such a tight land supply that single family homes would only account for 23% of new housing. The rest of the units would be apartments of other forms of high-density living.

I believe 75% of people aspire to live in single family homes. Therefore, I am adamantly opposed to limiting single family homes to anything under 50%.

I am in favor of Sherwood's application to expand their UGB and sincerely hope they will be able to do so without this ugly single family home restriction.

Doris Wehler
[redacted]
Wilsonville, Or 97070
[redacted]

Miriam Hanes

From: Eric Rutledge <[redacted]>
Sent: Friday, July 19, 2024 3:11 PM
To: Miriam Hanes
Cc: Ted Reid; Eryn Kehe
Subject: [External sender]FW: Support of Sherwood West UGB

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hi Miriam,

Some additional testimony in support of the UGB expansion. It looks like Marissa was copied as staff but I wanted to make sure you received it as well.

Thank you,

Eric Rutledge
City of Sherwood
Community Development Director
[redacted]

From: gwen werger [redacted]
Sent: Monday, July 1, 2024 11:49 PM
To: [redacted]
Cc: [redacted] Tim Rosener [redacted]; Eric Rutledge [redacted]; Keith Mays [redacted]
Subject: Support of Sherwood West UGB

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

Dear Gerritt,

My name is Gwen Werger and my parents have owned a 10 acre parcel of land on Elwert Road since 1981. My sisters and I are now managing the trust that holds this property. I am writing in **support of the Urban Growth Boundary expansion request for Sherwood West.**

When my parents first purchased this acreage in 1981, the land west of 99W was mainly farms. Now there are several subdivisions east of Elwert Rd. as well as the newest Elementary School. As of 2021, Sherwood High School, the largest high school in Oregon, as well as a $247 million dollar investment by the community, was built on Haide Rd, which is directly west of Elwert Rd.

The amount of traffic on Elwert Rd resulting from the new High School as well as commuters to Roy Rogers Rd and beyond makes this area much more difficult to operate as farmland. The proposed 1,291 acres to be included into the UGB is now more suitable for additional housing and light industrial than it is farmland.

By including the 1,291 acres of Sherwood West into the UGB, this would provide land for affordable homes as well as parks and green space near the schools. Additional housing will increase the tax base as well as provide increased enrollment for the school district.

Adding Sherwood West into the UGB, will also provide Sherwood with land needed for additional economic opportunities. The city of Sherwood has a plan to expand job growth in the area and with that comes the need for affordable housing.

Sherwood does not want another missed opportunity to be included in the UGB like they had in 2018. Being forced to wait another six years for the opportunity to be included in the Metro UGB would be devastating for this wonderful community.

Thank you for your interest and consideration in this important issue. We are hoping Metro will vote in favor of the Sherwood West expansion request.

Sincerely,

Gwen Werger

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WESTSIDE ECONOMIC ALLIANCE

Marissa Madrigal, COO
Metro
600 NE Grand Avenue
Portland OR 97232

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August 22, 2024

Dear COO Madrigal,

First, I want to thank you for convening the year-long Urban Growth Report Stakeholder table. It created an opportunity to better understand the work done by Metro staff preparing the report, while also hearing from partner organizations about concerns and challenges. While I do think it helped build goodwill among regional partners who often feel frustrated by the process, it did also lay bare some of the places where there may be an opportunity for improvements.

Beyond this Growth Management Decision, Westside Economic Alliance looks forward to continued partnership with Metro Council and staff to identify those opportunities for improving the input, process and subsequent outcomes for our region.

POPULATION & HIGH GROWTH PROJECTIONS

Turning to the 2024 Urban Growth Report, it's important that we begin with the population estimates on which so much of this report rests. The early conclusion is that regional growth is slowing because Oregon's birth rates are among the nation's lowest. Given this data point, the report correctly concludes that net in-migration will be the primary driver of regional population growth. The report goes on to state, "Slowing population growth also mean slower job growth."

What the report fails to state clearly is that if net in-migration will be the primary source of regional population growth then our region's, and our state's, housing and economic future will be overly dependent on smart policy decisions that encourage growth.

It is to that end that Westside Economic Alliance highly encourages COO Madrigal, and subsequently the Metro Council, to adopt high growth population forecasts for our region. It is far better to plan for growth and not see it realized than it is to plan for decline and risk the underproduction of housing and jobs, adding pressure that results in another housing crisis or economic stagnation.

Just as we are seeing an out-migration of a certain segment of our population due to their concerns about public policy choices, we could create in-migration through the adoption of a different set of policy choices.

Adopting the high-growth population forecast will give Metro and the local jurisdictions more flexibility to meet our communities' needs and should be viewed as a prudent public policy decision.

EMPLOYMENT LANDS

According to the Urban Growth Report, Metro staff have forecasted a surplus of Industrial land supply with a current capacity of 5,950 acres and a 20-year projection of a surplus of between 450 and 7,450 acres. However, the report also highlights some of the realities on the ground that act as major detractors to the current capacity estimate: in particular slope and lot size.

Slope

Over the course of the Urban Growth Report roundtable, we heard from developers that Oregon Revised Statute applies the definition for "buildable land" for residential construction to commercial and industrial land. As such, we learned that slopes of up to 25% are considered legally "buildable" for the purposes of all employment land, yet commercial and industrial developers say they will not consider land buildable with more than a 7% slope grade. When challenged on this, staff identified 1,300 acres with a slope greater than 7% that were counted within the buildable land inventory. **We recommend COO Madrigal and the Metro Council amend the Employment Land forecast to reflect this reality**.

Lot Size

An additional concern with the gross figure of 6,000 acres of 'surplus' industrial land is lot size. According to the Urban Growth Report the average lot size is 3.8 acres with a median lot size of 1.7 acres.

According to the data of the currently vacant industrial land, here is the breakdown of available vacant lots by acreage:

- 545 lots are less than 1 acre = 148 acres
- 97 lots are 1-1.99 acres = 142 acres
- 72 lots are 2-2.99 acres = 178 acres
- 49 lots are 3 – 3.99 acres = 167 acres

- 27 lots are 4 – 4.99 acres = 127 acres
- 22 lots are 5 – 5.99 acres = 125 acres
- 10 lots are 6 – 6.99 acres = 63.5 acres
- 13 lots are 7 – 7.99 acres = 96 acres
- 11 lots are 8 – 8.99 acres = 101 acres
- 6 lots are 9 – 9.99 acres = 66 acres
- 22 lots are 10 – 14.99 acres = 271 acres
- 12 lots are 15 – 19.99 acres = 219.5 acres
- 4 lots are 20 – 24.99 acres = 164 acres
- 6 lots are 25 – 29.99 = 107 acres
- 12 lots are 30 acres or more = 594 acres

Given the overabundance of small sites and the fact that the current vacancy rate for industrial land is below 5 percent across the region, the reality is that the vast majority of this acreage could not be used to serve the industrial market.

We recommend that COO Madrigal and the Metro Council direct staff to work with industrial developers to identify a minimum lot size that is realistic for effective industrial development. Any lots below that lot size should be removed from the overall land supply calculation.

As mentioned in the draft Urban Growth Report, the data and analysis of industrial land supply is not the only information that the Council may consider when determining whether there is a need to expand the Urban Growth Boundary. They may also consider whether there is a regional need for industrial sites with specific site characteristics such as larger sized sites.

The Oregon Semiconductor Task Force recommended that in order to be competitive over the next 5-10 growth cycle, the state needed to identify the following development ready sites:

- Two (2) sites of 500+ acres for advanced R&D or production fabrication operations
- Four (4) sites of 50-100 acres for device manufacturers or equipment manufacturers
- Eight (8) sites of 15-35 acres for key suppliers to the ecosystem

And while this site list is a statewide recommendation, we know that industries will often create clusters. Indeed, in EcoNW's report (Appendix 9) they note:

> The Metro Region already has a strong cluster for semiconductors in Hillsboro with Intel's Gordon Moore Park at Ronler Acres Research Campus, which creates 1,000 patents a year. This existing strength in semiconductor manufacturing can position the region to capture other semiconductor activities, and semiconductors are half of the state's annual exports. The semiconductor boom in the 1990s was

precipitated by the state having 2000 acres of industrial land, which led to billions of dollars of investment and doubling the industrial employee count.

To prepare for the next influx of semiconductor activity, the region will need to have a supply of industrial land to support business growth and expansion. The Semiconductor Task Force's Industrial Lands Subcommittee found that the key site characteristics that the semiconductor prefers is a location near other semiconductor businesses and labor, parcels of at least 25 acres, and sites that have infrastructure in place to support development that can begin within 6 months to three years. The subcommittee identified a lack of land that met these criteria.

And, as noted on pages 55-56 of the Urban Growth Report:

[T]he Metro Council established the following policy in the Regional Framework Plan:

'1.4.6 Consistent with policies promoting a compact urban form, ensure that the region maintains a sufficient supply of tracts 50 acres and larger to meet demand by traded-sector industries for large sites and protect those sites from conversion to non-industrial uses.'

Since the 2017 update of the Regional Industrial Site Readiness inventory of large industrial sites, 15 large industrial sites have developed. Six of the sites that developed are over 50 acres in size. There are ten remaining sites over 50 acres inside the UGB. Of those, two sites have marine or airport use restrictions, leaving eight sites over 50 buildable acres inside the UGB that are available to the general industrial market.

And so, the Semiconductor Task Force, the EcoNW Report and Metro's own policy recommends additional land of at least 25 acres with a push to identify 'sufficient supply of tracts 50 acres or larger' to meet the industrial needs of the region. And yet the overwhelming majority of vacant industrial land is LESS THAN 25 acres. There is an imbalance in acreage lot size availability and without a recommendation to discount acreage too small for real industrial development, Metro Council could stagnate the region's ability to leverage generational federal and state investment potential.

SUPERSITING AUTHORITY

Per the passage of Senate Bill 4, Oregon's CHIPs Bill, Governor Kotek maintains super-siting authority through the end of 2024. Should the Governor choose to use this authority, we urge Metro Council to see this as an additive, rather than as a replacement for, an Employment Land expansion in the Growth Management Decision.

We urge Metro to consider the generational investments that may be lost should the Governor provide the extraordinary opportunity of a regional supersite for semiconductors but the region is unable to support that work due to a lack of available mid-size lots needed for a healthy cluster.

CITY OF SHERWOOD EXPANSION PROPOSAL

We enthusiastically and without reservation support the City of Sherwood's request for expansion without any conditions. While Metro may want to make recommendations or provide incentives to encourage certain kinds of growth, we trust the rigorous public engagement process that Sherwood has already conducted and trust that they will continue to engage their community to understand how to grow reasonably and responsibly.

Metro staff made clear during our roundtable convening that Metro is not a zoning organization. To that end, we ask Metro to allow the city to work with their residents in the coming years to decide what makes most sense for their community's needs. It is imperative that policymakers recognize that every jurisdiction in our region has their own unique community needs and that heavy handed policy making to try to make suburban areas mimic urban areas is unreasonable.

We encourage Metro to engage in the process, as other regional partners plan to do, to provide input about best practice and guidance for equitable outcomes. But beyond that, **COO Madrigal and the Metro Council should allow local jurisdictions to grow within their own boundaries in a way that best reflects the community they are working with their residents to create**.

To be clear we ask COO Madrigal, and subsequently the Metro Council to:

- Add 340 net acres of residential land to the UGB as proposed in the Sherwood West Concept Plan as proposed.
- Add 130 net acres of flex industrial land to the UGB as proposed in the Sherwood West Concept Plan as proposed.
- Add 135 net acres of commercial and hospitality land to the UGB as proposed in the Sherwood West Concept Plan as proposed.

CLOSING

Westside Economic Alliance wants to again appreciate the work of Metro staff who prepared this cycle's Urban Growth Report. It is a massive undertaking, and this year another layer of public engagement was added via the Urban Growth Roundtable that took a significant amount of staff time.

To close, Westside Economic Alliance on behalf of our members, ask **COO Madrigal and the Metro Council to lean into a Growth Management Decision that is aspirational**. Throughout the region we are hearing alarm bells going off that our growth in the coming

decades will be reliant on in-migration. In-migration can be super charged through smart policy choices. Job growth can be ramped up through smart policy choices. Land readiness can be increased through smart policy choices and investments.

Adopting a high growth population scenario is the first step to unlocking the potential for smart regional policy and investments that will help our region's employers and local jurisdictions realize economic growth and prosperity.

Thank you for your time and commitment to the growth of our region.

Sincerely,



Elizabeth Mazzara Myers, Executive Director

Cc:

[redacted]

Miriam Hanes

From: Elizabeth Mazzara Myers [redacted]
Sent: Thursday, August 22, 2024 10:50 AM
To: Metro 2040; Marissa Madrigal
Cc: Lynn Peterson; Ashton Simpson; Christine Lewis; Duncan Hwang; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan
Subject: [External sender]WEA | Testimony to COO Madrigal re: 2024 Urban Growth Report
Attachments: Metro UGR 2024_Written Testimony to COO_22Aug2024 (2).pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good morning.

Please accept the attached testimony prepared on behalf of the members of the Westside Economic Alliance.

Thank you.
Elizabeth



Elizabeth Mazzara Myers, **Executive Director**

email: [redacted]
mobile: [redacted]
web: www.WestsideAlliance.org

Miriam Hanes

From: Erik Lukens [redacted]>
Sent: Thursday, July 18, 2024 3:12 PM
To: Metro 2040
Subject: [External sender]attn. Metro Council
Attachments: OBI Sherwood West Letter of Support July 18.pdf

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

Dear Metro Council:

Please see attached letter in support of the Sherwood West Concept Plan as proposed from Angela Wilhelms, president and CEO of OBI.

Erik

Erik Lukens | Communications Director
Oregon Business & Industry
[redacted] | Salem, OR 97301-4030 | www.oregonbusinessindustry.com



July 18, 2024

Metro Council
600 NE Grand Ave.
Portland, OR 97232

RE: Support from Oregon Business & Industry for Sherwood West Concept Plan as proposed

Dear Metro Council,

I am writing to express Oregon Business & Industry's strong support for the Sherwood West Concept Plan as proposed. The plan would add badly needed land for housing, industrial and commercial use to Sherwood's urban growth boundary.

Oregon Business & Industry (OBI) is a statewide association representing businesses from a wide variety of industries from all of Oregon's 36 counties. In addition to being the statewide chamber of commerce, OBI is the state affiliate for the National Association of Manufacturers (our Manufacturing Council of Oregon) and the National Retail Federation. Our 1,600+ member companies, more than 80% of which are small businesses, employ more than 250,000 Oregonians. OBI's primary mission is to strengthen the business climate in Oregon.

Oregon relies upon its businesses to provide jobs for Oregonians, tax revenue for government services and many of the other benefits required by vibrant and prosperous communities. Employers need the right conditions to generate jobs and prosperity, however. These conditions include available and affordable land for growth and for housing. Denied adequate land for growth, businesses will invest elsewhere, and the jobs, revenue and other benefits they provide will follow. Unable to find housing they can afford, potential employees will do likewise.

I and my colleagues at OBI talk regularly with our members about impediments to growth and success in Oregon. Almost without exception, they cite a lack of available and ready land for expansion as well as the state's exceptionally high housing costs. The high price of housing in Oregon is in large part a function of the limited availability of buildable land.

The shortage of land routinely costs Oregon jobs and revenue. Earlier this month, the U.S. Department of Energy announced that it would lend Lebanon-based Entek $1.2 billion to finance a factory in Indiana that is expected to generate more than 600 jobs when it opens in 2027. Entek President Kim Medford cited the availability of land in Indiana as one reason for the decision to expand outside of Oregon.

The Sherwood West Concept Plan addresses this widespread problem in the local community. It is the product of a thorough, two-year public process and enjoys the support of the community. I urge you to approve the plan as proposed, which calls for the addition of 340 acres of residential land to the UGB as well as 130 acres of flex industrial land and 135 acres of commercial and hospitality land. The Sherwood community has not been consulted about the proposed conditions of approval, and pursuing them could well erode public support.

The Sherwood West Concept Plan as proposed enjoys the support of the community and Sherwood City Council. It would add badly needed industrial and residential land and, by doing so, improve Oregon's competitiveness. I urge you to adopt it as proposed.

Thank you for the opportunity to comment.

Sincerely,



Angela Wilhelms
President and CEO
Oregon Business & Industry
[redacted]

From: [redacted]
To: [redacted]
Subject: [External sender]UGB expansion
Date: Wednesday, June 28, 2023 7:04:50 PM

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

Please do not expand the UGB anymore. I'm in Wilsonville watching with disappointment the big single family homes being built in Frog Pond West. These homes are not only unaffordable, they're not the high density we need to stop sprawl and address the climate impacts of our communities.

In Wilsonville, we have an empty large parcel, right downtown, that is ripe for high density redevelopment. Much of the city is low rise strip commercial development. We need to remove barriers and create incentives to foster affordable, high density, vibrant mixed use developments within our cities, not to expand the UGB.

Please hold the line.

Respectfully,

Dave W
Wilsonville, OR

Miriam Hanes

From: Kathy Gadinas <[redacted]>
Sent: Monday, August 26, 2024 8:20 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]OPPOSE Sherwood expansion of UGB

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

This household is very much opposed to expanding the Urban Growth Boundary in Sherwood.

According to the Metro's research, there is plenty of industrial land inside the existing UGB for another 20 years. We also have enough vacant land to accommodate new housing and jobs for years if it is planned and developed carefully.

We really enjoy living in Sherwood. It's a beautiful community and would hate to see all the agriculture disappear when it's not necessary.

Please don't expand the UGB.

Thank you.

Kathy Gadinas

August 21, 2024

Lynn Peterson, Chair
Members of the Metro Council
Metro
600 NE Grand Ave.
Portland, OR 97232

Dear Chair Peterson and Members of the Metro Council,

The Sherwood Chamber of Commerce is a vibrant and active organization representing businesses in and around Sherwood with the primary goal of building a strong community. In that light, the Chamber especially appreciates the City of Sherwood's effort to create new business opportunities such as we currently see in the Tonquin Employment Area while also working to expand choices for people to live in Sherwood.

This same foresight is on display with the submittal to Metro of the Sherwood West concept plan, importantly funded in partnership with Metro. The thorough two-year planning process for both the Citizens Advisory Committee (CAC) and the Technical Advisory Committee (TAC) – which Metro representatives where a critical part of - has produced a concept plan that will realize a vision for housing and employment lands embraced by so many during this project.

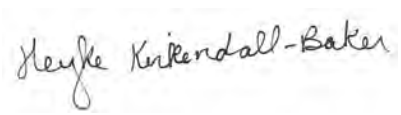
We commend the work of CAC and TAC for creatively weaving the residential and business needs of current and future Sherwood residents into a unique plan that is created by and for our community. The 200-250 acres of potential employment lands contained in the plan makes a strong statement that the future viability of our community depends on a healthy mix of land uses that will encourage more businesses to locate in our great city while creating desirable communities for people employed by these new businesses to work and live in the city.

The Sherwood Chamber of Commerce supports the City's application and Metro's favorable consideration and adoption of the Sherwood West concept plan, moving forward with an Urban Growth Boundary (UGB) expansion. We appreciate the Metro Council partnering to help make Sherwood the best it can be for many years to come.

Sincerely,

Sherwood Chamber of Commerce

By: Heyke Kirkendall-Baker, President of the Board



Miriam Hanes

From: Sherwood Chamber <[redacted]>
Sent: Tuesday, September 3, 2024 2:23 PM
To: Metro 2040
Cc: Chamber President
Subject: [External sender]Sherwood Chamber of Commerce - Letter of Support
Attachments: Letter of Support - Metro Council.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good afternoon: Please find attached a letter of support for the City of Sherwood expansion project. Thank you. Heyke

--
Sherwood Chamber of Commerce
Office: [redacted]
Web: https://sherwoodchamber.org/

NAIOP
COMMERCIAL REAL ESTATE DEVELOPMENT ASSOCIATION
OREGON CHAPTER

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August 22, 2024

The Hon. Lynn Peterson, President
Metro Council
600 NE Grand Avenue
Portland, OR

RE: 2024 Urban Growth Report

Dear President Peterson and Councilors:

NAIOP, the Commercial Real Estate Development Association, is one of the leading organizations for developers, investors, owners & operators, brokers, and related professionals in office, industrial and mixed-use real estate throughout the United States, Canada, and Mexico. The Oregon Chapter's members represent a broad and diverse range of companies involved with commercial real estate activities in the Portland metropolitan area, including developers, owners, brokers, and managers, along with other professionals providing legal, finance, title, engineering, architectural, construction, and other services.

Thank you for the opportunity to comment on the draft 2024 Urban Growth Report which is a crucial element in planning for the future of commercial development in the region. Our testimony will focus on two areas:

- Strong support for the boundary expansion proposed by the City of Sherwood which includes our unequivocal endorsement of the findings and conclusions presented by EcoNorthwest in its *Sherwood West UGB Assessment* document found in Appendix 9;
- Concerns with the UGR's estimates of supply and capacity of industrial land

I. Support for Sherwood West UGB Expansion Proposal/Endorsement of EcoNorthwest Findings and Conclusions

NAIOP Oregon member representatives have been involved in Sherwood's planning process for the Sherwood West area for more than two years, and we very much appreciate the extensive time and effort the City has devoted to careful development of a plan that will provide much needed additional land for employment and housing. The Sherwood West Concept Plan includes land for housing, schools and civic facilities, park space, and 265 net acres for employment uses that would support about 4,500 new jobs. We strongly endorse the findings of ECONorthwest that this area has regionally

unique characteristics that would be very attractive to industrial development, including 40-to-50-acre parcels, minimal site aggregation, slopes under 5 percent, and access to Interstate 5.

Our industrial market members have long been well aware of ECONorthwest's finding that, unlike in the office and retail markets, vacancy rates for the industrial sector in the region are below 5%. This is an extremely low number and, with continuing strong demand for this type of space, has spurred a more than 20% increase in industrial rents over the last five years. These two trend lines are even more pronounced within Washington County, where the vacancy rate dipped to 2.5% in 2023 and rents increased 23%.

As ECONorthwest found, "A diverse regional market supply of sites is essential to maintaining an equilibrium in market pricing and to supporting a broad range of industries." Without such a supply, the Portland metropolitan region will be unable to compete with other national markets and will be passed over by employers looking for new locations and expansion opportunities.

The Sherwood West area fulfills this need quite well with its unique set of features as listed above by the ECONorthwest analysis. Also, it should be noted that Sherwood West is within an acknowledged Urban Reserve that was designated 14 years ago after an intensive public process to identify and compare parcels most suitable for UGB expansion and future urbanization. Expansion of the UGB to include Sherwood West is a logical and appropriate next step to ensure that the region is able to satisfy regional industrial land needs for the next twenty years.

II. Concerns with the UGR's estimates of supply and capacity of industrial land

A. Slopes and Parcel Size. According to the UGR, there are currently 5,950 acres of buildable industrial land within the region. This number, however, seriously overstates the realistic development potential for these lands since it includes properties with slopes of up to 25%, which is much steeper than is acceptable for industrial uses (the 25% slope standard is derived from Oregon Administrative Rules specifically pertaining only to residential land). A more accurate approach would be to use the acreage for "unconstrained" parcels shown on Table 5 of Appendix 6 which deducts those areas where 10% or less of the taxlot is up to a 7% slope. This amounts to 2,839 acres, but is also problematic since the average parcel size is 1.05 acres, much smaller than is typically seen for industrial development.

According to data from CoStar, since 2018 there have been 137 industrial buildings constructed within the UGB and Clark County. As shown in the table below, those 137 buildings had 21,834,448 total square-feet of net rentable area, with a total land area of 1,678 acres.

New Industrial Construction 2018-24 Within Portland UGB and Clark County, Washington	
Total Building Net Rentable Area	21,834,448 sq. ft.
Total Land Area	1,678 acres
Average Building Size	159,376 sq. ft.
Median Building Size	105,986 sq. ft.
Average Land Area	12.25 acres
Median Land Area	8.44 acres

As can be seen from these numbers, the average and median land area size of 12.25 and 8.44 acres for industrial developments over the last six years is far larger than the 1.05 acre average lot size seen in Table 5 of Appendix 6 in the UGR. This disparity is further reinforced by data presented in ECONorthwest's Sherwood West UGB Assessment (Appendix 9 of the UGR) regarding the size of industrial buildings constructed. According to the report, "Between 2019 and 2023, 7 million square feet of industrial buildings (sized 100,000 square feet or larger) were developed in the region across 33 buildings. This indicates that 39 percent of the industrial buildings built between 2019 and 2023 equal or are greater to 100,000 square feet, which shows the trend towards new industrial companies needing larger spaces."[1]

We would urge the Council to direct staff to develop recommendations for further reductions in projected industrial land capacity after taking into consideration the steep slopes and the extremely small average taxlot size of the buildable industrial acreage.

B. Projected Infill Industrial Development. A further problem with the 5,950-acre total amount of buildable industrial land is that 3,252 acres (55%) are projected to come from infill development of sites that are already considered developed. Only 2,574 acres (43%) are actual vacant, undeveloped sites. The infill projection is very aggressive for such remnant parcels and begs the question of what the historical rate of industrial infill has been.

We urge the Council to direct staff to produce this information so that it can be compared with projections for the future.

Thank you for the opportunity to comment on the Urban Growth Report and we appreciate the outreach efforts of your staff to brief in responding to our questions. Please let us know if we can provide any additional information.

Sincerely,

Kelly Ross
Public Affairs Consultant

[1] *Sherwood West UGB Assessment*, ECONorthwest, Urban Growth Report Appendix 9, page 8.

Miriam Hanes

From: [redacted]
Sent: Wednesday, September 4, 2024 1:27 PM
To: Metro 2040
Subject: [External sender]NAIOP Testimony re UGR
Attachments: NAIOP Letter to Metro re 2024 UGR.pdf

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Please find attached NAIOP's testimony regarding the 2024 UGR.

NAIOP
COMMERCIAL REAL ESTATE DEVELOPMENT ASSOCIATION
OREGON CHAPTER

Kelly Ross, Public Affairs Consultant
[redacted]

2024 Urban Growth Management Decision: Metro Chief Operating Officer/Staff Recommendations

August 26, 2024

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 that requires that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color or national origin under any program or activity for which Metro receives federal financial assistance.

Metro fully complies with Title II of the Americans with Disabilities Act and Section 504 of the Rehabilitation Act that requires that no otherwise qualified individual with a disability be excluded from the participation in, be denied the benefits of, or be subjected to discrimination solely by reason of their disability under any program or activity for which Metro receives federal financial assistance. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit oregonmetro.gov/civilrights or call 503-797-1890.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at trimet.org.

TABLE OF CONTENTS

LIST OF ACRONYMS I
A DELIBERATE APPROACH TO GROWTH 1
ADAPTING AND IMPROVING OUR GROWTH MANAGEMENT PROCESS 2
CITY OF SHERWOOD READINESS 3
THE REGION NEEDS MORE HOUSING OF ALL TYPES 5
REGIONAL NEED FOR UGB EXPANSIONS FOR HOUSING 5
PLANNING FOR JOB GROWTH 7
NEED FOR LARGE INDUSTRIAL SITES TO ACCOMMODATE HIGH-TECH MANUFACTURING GROWTH 7
ADDITIONAL LANDS TO SUPPORT COMMERCIAL JOB GROWTH 8
POTENTIAL UGB CONDITIONS OF APPROVAL 8
ADDITIONAL RECOMMENDATIONS 9
Improve how we assess equity in growth management decisions 9
Consult with Tribes 9
Revise how we accounted for slopes on employment lands 10
Update the region's vision for its future 10
PUBLIC COMMENTS 11
TIMELINE (SUBJECT TO CHANGE) 12
ATTACHMENT 1: HOUSING CAPACITY, NEED, AND DEFICIT ASSUMPTION DETAILS 13

LIST OF ACRONYMS

The following is a list of acronyms used throughout this document.

COO: Metro Chief Operating Officer
CORE: Committee on Racial Equity
MPAC: Metro Policy Advisory Committee
MTAC: Metro Technical Advisory Committee
UGB: urban growth boundary
UGR: Urban Growth Report

A DELIBERATE APPROACH TO GROWTH

Under Oregon state land use law, the Metro Regional Government ("Metro") is charged with making decisions about whether to expand the urban growth boundary (UGB) in the greater Portland region. This communication from Metro's Chief Operating Officer contains the staff recommendation to the Metro Council regarding the need for a UGB expansion and the City of Sherwood's 2024 proposal to address that need.

The urban growth boundary has long been one of Metro's most important tools for focusing the development of new homes and businesses in existing downtowns, main streets, and employment areas. Residents of the region have told us time and again to hold this priority: make the most of the land inside the boundary so that outward growth on the urban edge only happens when it is necessary and provides benefit for the entire region. This deliberate approach is crucial for strengthening existing communities, protecting farms and forests, and reducing greenhouse gas emissions.

According to state law, Metro is required to make a decision about whether to expand the UGB at least every six years. In making these decisions, Metro must provide up-to-date information about demographics, population and employment growth, development trends, and estimates of buildable land inside the UGB. This thorough assessment of whether there is a regional need for expanding the UGB is not only required by law – it is central to the greater Portland region's identity. When new growth occurs at the edges of the urban growth boundary, it should be necessary, planned, and deliberate.

Today, the greater Portland region is facing a housing shortage crisis. In addition, there is agreement across the region that attracting more family-wage industrial jobs will help our communities thrive. However, it is also clear that simply providing more land won't necessarily result in jobs and housing. Experience has shown that certain conditions must be in place to ensure that UGB expansion areas produce housing and jobs in a near term time frame. Time and time again we have seen that development occurs successfully where there is a commitment from city leaders and community members, where there is a plan for paying for needed infrastructure, and where there is market demand. If these ingredients aren't present, new urban growth is extremely slow if it happens at all.

For those reasons, in 2010 the Metro Council adopted a policy to only expand the UGB into urban reserve areas that have been concept planned by a local government and that demonstrate readiness to be developed. In the current 2024 UGB cycle, the City of Sherwood is the only city that has prepared a concept plan and proposed a UGB expansion, and they have shown that these elements are in place. Sherwood's readiness for new urban growth provides an opportunity to address the regional land needs identified in the draft 2024 Urban Growth Report (UGR).

Consequently, Metro staff recommend that the Metro Council consider expanding the UGB to include the Sherwood West urban reserve. Staff further recommend that the Council consider placing conditions on this expansion to ensure that the land is used efficiently and will support regionally identified needs. These conditions could reinforce the City of Sherwood's concept plan for the expansion area by improving housing affordability and protecting industrial lands so that they produce well-paying jobs in the manufacturing sector.

The information that follows sets out the reasoning behind this recommendation and lays the groundwork for the Metro Council to consider potential conditions of approval.

ADAPTING AND IMPROVING OUR GROWTH MANAGEMENT PROCESS

Our region's deliberate approach to growth has paid dividends for people who call this region home by helping to maintain a unique connection to nature and a high quality of life. However, as the world changes, our approach to managing growth must change too. In response to evolving needs and conditions over the years, Metro and its partners have collaborated to make improvements to the urban growth management process such as:

- Working with our regional partners to identify designated urban reserves and rural reserves that provide certainty about where the UGB may or may not be expanded over the coming decades.
- Using a 'range' forecast to acknowledge that there is inherent uncertainty in estimating future growth over the next 20 years.
- Encouraging more timely housing and business development in UGB expansion areas by requiring that a local jurisdiction complete a concept plan for an urban reserve before the area is brought into the boundary.
- Providing grant funding to cities to support local concept planning and comprehensive planning efforts.
- Adopting a fast-track expansion process for adding large industrial sites to the UGB to respond to near term opportunities.
- Providing an off-cycle UGB amendment process to address unanticipated non-residential land needs such as those identified by school districts.
- Creating a mid-cycle UGB process to be responsive to city proposals for addressing unanticipated residential land needs between the designated 6-year scheduled approval process.
- Clearly specifying in Metro's Code the factors that cities must address in UGB expansion proposals.
- Completing a land exchange in 2023 that brought concept planned land within an urban reserve inside the UGB and removed unplanned land to ensure more of the land inside the UGB will produce housing.

- Continually improving technical analyses to reflect new practices, including how to forecast redevelopment potential and estimate current and future housing needs.
- Examining regional needs for industrial lands with specific site characteristics and applying that information to evaluate expansion proposals.
- As with the forecast, using a range of estimates to acknowledge the inherent uncertainty in predicting growth capacity within the UGB.
- Increasing transparency by convening the 2024 Urban Growth Report Roundtable, comprised of diverse expertise and interests.
- Elevating youth perspectives and building future leaders by convening a UGB Youth Cohort in 2024.

One of the characteristics that makes our region unique is our ability to collaborate and work together to adapt and modernize our systems to respond to changing conditions.

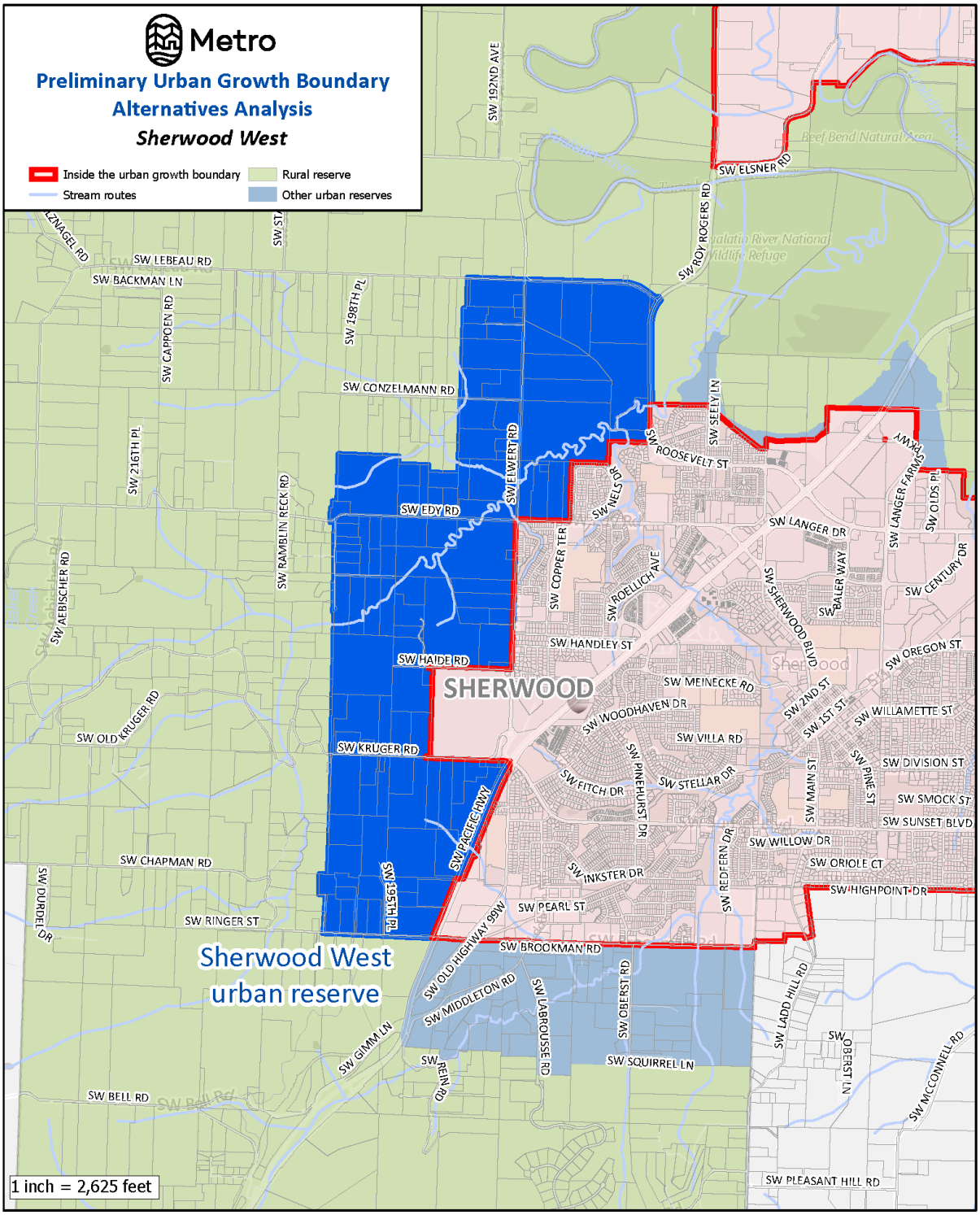
CITY OF SHERWOOD READINESS

Based on the draft 2024 Urban Growth Report (UGR) in addition to discussions at the Metro Council, MPAC, MTAC and the Urban Growth Report Roundtable as well as comments received during the public comment period, Metro staff believe there is a regional need to expand the UGB to provide more land for housing and job growth. Staff also encourage the Metro Council to set clear expectations for areas added to the boundary, so the expansion addresses not just local interests, but regional needs.

The City of Sherwood has completed extensive work to propose a UGB expansion for the Metro Council's consideration. The expansion proposal indicates that Sherwood is ready to take meaningful steps toward getting homes and businesses built in the proposed UGB expansion area. The Sherwood West Concept Plan includes proposed land uses to support up to approximately 5,500 housing units and 4,500 jobs. For those reasons, staff recommend that the Metro Council consider expanding the region's UGB to include the Sherwood West urban reserve.

Considerable work remains if the Metro Council chooses to add this area to the UGB. As part of this recommendation, staff encourage the Council to identify conditions ensuring that land added to the UGB will address a range of housing needs and provide industrial sites likely to attract family wage manufacturing jobs.

Figure 1: Recommended UGB expansion in the Sherwood West urban reserve



The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product.

The following pages of this report describe additional considerations that inform this staff recommendation.

THE REGION NEEDS MORE HOUSING OF ALL TYPES

It is well known that there is a national housing shortage, as well as housing shortages in Oregon and in the greater Portland region. This is reflected in housing prices and rents that remain high and in the growing number of people experiencing housing instability or houselessness. With the expectation that population growth will continue in our region – irrespective of the rate of that growth – we need more housing to be built.

The vitality of every community depends on having a diverse range of people from all backgrounds doing a broad range of work: teachers, contractors, daycare providers, nurses, and grocery store workers to name a few. As home prices rise and demand outstrips supply, we need to do more to provide housing opportunities for these essential workers in every community. Likewise, we need to provide housing options that suit people from all life stages: students seeking rental housing, growing families that need an additional bedroom, retirees seeking to downsize but remain in their community.

The primary question addressed by the Urban Growth Report is not just whether more housing is needed but whether there is enough space inside the existing UGB to meet that need. Land already available within the UGB provides opportunities for a diverse range of housing. The region's track record, as documented in the 2024 UGR, shows that there is considerable market demand for urban housing close to transit, services, and amenities. Recent statewide allowances for 'middle housing' such as townhouses and duplexes are producing results, and we expect that more of these housing options will be provided in the future.

The draft UGR also indicates that, depending on our assumptions about the future, there is potentially a need for additional land to meet the region's need for additional housing. As we consider bringing new areas into the UGB, we must make sure those areas will address the needs of a wide variety of households.

REGIONAL NEED FOR UGB EXPANSIONS FOR HOUSING

Under state law, the UGB can only be expanded when there is a demonstrated regional need for additional capacity to accommodate the next 20 years of forecasted growth. The analysis in the draft 2024 UGR's range of growth estimates shows that the Metro Council has the latitude to determine that a need for more land exists.

Housing capacity

The draft 2024 UGR describes a range of possible housing growth capacity currently available within the urban growth boundary. The specific amount of housing capacity available within that range depends on expected market conditions and development responses. Consistent with the recommendation to plan for the baseline forecast described in the following

paragraph, staff recommend capacity assumptions that fall within the middle of the ranges established in the draft 2024 UGR.

For the 2024 growth management decision, staff recommend that the Metro Council base their decision on a finding that there is capacity inside the UGB for 175,500 additional homes. Details about that assumed growth capacity can be found in Attachment 1 to this recommendation and in the draft 2024 UGR.

Household forecast and capture rate

As a basis for this growth management decision, staff recommend that the Metro Council plan for the baseline forecast for the seven-county Metropolitan Statistical Area (MSA) for the 2024 to 2044 period. The baseline forecast describes the most likely amount of growth for the region. This means planning for approximately 315,000 more people and 203,500 more households in the MSA.

The UGB "capture rate" is used to describe the share of seven-county household growth that is expected to occur in the Metro UGB. For discussion purposes, the draft 2024 UGR scenarios assumed a 70 percent UGB capture rate. Staff have heard partner opinions and share optimism that the region will regain its reputation as an attractive place to live and work. Staff therefore recommend that the Metro Council consider planning to accommodate slightly more than 70 percent of the MSA's household growth in the Metro UGB.

Notwithstanding recent declines after the pandemic-induced recession, this would represent a continuation of the historic upward trend in Metro's UGB capture rate for household growth. Adding the Sherwood West urban reserve to the UGB can provide a means of achieving this slightly higher capture rate by attracting household growth that may otherwise occur outside of the Metro UGB.

Staff recommend that the Council plan for 176,500 to 180,800 additional homes in the Metro UGB to meet current and future housing needs. Additional details about how those numbers are derived can be found in Attachment 1 and in the draft 2024 UGR.

Housing capacity deficits

Comparing UGB housing growth capacity (175,500 homes) and housing needs (176,500 to 180,800 additional homes) indicates a potential deficit of capacity for 1,000 to 5,300 homes. Additional details about those deficits can be found in Attachment 1.

Depending on the mix of housing it includes, the Sherwood West urban reserve could meet the range of identified regional housing capacity deficits. The adopted Sherwood West Concept Plan describes a range of 3,117 (9.2 dwelling units/acre) to 5,582 (16.4 dwelling units/acre) homes.

PLANNING FOR JOB GROWTH

Future job growth requires more workers to fill those jobs. This means that our job growth forecast should be generally consistent with our expectations for population growth. Consequently, as with population and household growth, staff recommend planning for the baseline employment forecast, which estimates the most likely growth scenario.

Today, there are approximately 1,261,200 jobs[1] in the seven-county MSA. Staff recommend planning for an increase of approximately 110,000 jobs, for a total of 1,371,400 jobs in the MSA by the year 2044.

Based on long-term trends, staff recommend planning for 75% of the new MSA-level jobs in the Metro UGB.[2] Today, there are approximately 996,600 jobs in the Metro UGB. By 2044, an additional 82,500 new jobs are anticipated, for a total of 1,079,000 jobs within the Metro UGB.

NEED FOR LARGE INDUSTRIAL SITES TO ACCOMMODATE HIGH-TECH MANUFACTURING GROWTH

Using the baseline employment forecast, the draft 2024 UGR identifies a surplus of 4,550 acres of industrial land in the region. However, as also explained in the draft UGR, most of the region's industrial land supply consists of smaller parcels with an average lot size of 3.8 acres and a median lot size of 1.7 acres. Although these smaller industrial spaces are in demand, they cannot serve the needs of the entire industrial market. The draft UGR describes a shortage of larger industrial sites for the expansion of existing businesses and recruitment of companies from outside the region; in particular, there is a lack of unconstrained parcels with relatively flat slopes and proximity to transportation facilities that could be aggregated into larger 50+ acre industrial sites.

The 2022 Oregon Semiconductor Taskforce Report identified a statewide need for four sites of 50 to 100 acres suitable for high tech manufacturers. As described in the draft UGR, the greater Portland region is the heart of the state's high-tech economy; however, the current regional inventory does not include enough industrial sites with characteristics that are suitable for addressing this need.

High tech manufacturing has become a major focus of incentive programs from the federal government designed to increase domestic production of critical technologies. Our region has significant competitive advantages in designing and manufacturing technologies to help adapt to and mitigate climate change and improve global connectivity. Staff analysis indicates that our region lacks enough available and unconstrained sites of sufficient size, slope, and proximity to

[1] These figures are for non-farm jobs because the task of growth management decisions is to estimate land need for urban uses.

[2] The draft 2024 UGR employment land demand analysis incorporates different UGB capture rates for different sectors. 75% is the historic UGB capture rate for the 1979-2022 period across all non-farm sectors.

existing transportation facilities and high-tech manufacturing clusters to allow for growth of these critical industries over the next 20 years. A lack of available sites would be a limiting factor in our region's ability to take advantage of historic incentives to support economic development.

Under Statewide Planning Goal 14, Metro is authorized to expand the UGB onto land that is suitable to meet a particular identified need based on specific site characteristics. Staff recommend that, based on the necessary site characteristics described above, the Metro Council address a need for two 50+ acre sites by expanding the UGB to include the mixed employment area in the north end of the Sherwood West concept plan. Staff further recommend that the Metro Council consider conditions of approval to protect these important large sites to help ensure that they will address the identified need.

ADDITIONAL LANDS TO SUPPORT COMMERCIAL JOB GROWTH

The draft 2024 UGR identified a baseline deficit of 320 buildable acres to support expected commercial job growth. Sherwood has included at least 135 acres for commercial employment in its concept plan. Staff recommend that the Metro Council address the commercial land need described in the UGR by expanding the UGB to include the Sherwood West urban reserve. The remaining deficit beyond that addressed by a potential expansion is within the margin of error for a long-range land need analysis. To the extent that there may be additional demand for commercial land, staff expect that demand would be addressed through additional redevelopment.

POTENTIAL UGB CONDITIONS OF APPROVAL

With the goal of expanding housing choices and reducing housing costs, protecting industrial sites, and continuously improving engagement for planning efforts, staff recommend that the Council consider conditions on the proposed UGB expansion. The bullets below provide suggestions for several topics that could be addressed by conditions of approval. Generally, these recommended conditions reinforce the work that the City of Sherwood has done in its Sherwood West Concept Plan. For example:

- In order to achieve a mix of housing types, the Metro Council could establish an expectation for a minimum number of homes. This could fall within the range proposed by the City of Sherwood's adopted Sherwood West Concept Plan (base density of 9.2 units per acre to a maximum density of 16.4 units per acre). The difference between these reflects the actualization of "missing middle" housing allowed by HB 2001 (2019). The city of Sherwood would determine housing mix details in their comprehensive planning process.
- The greater Portland region is in an affordable housing crisis. We need more housing options for people who make less than the region's median income (currently $116,900 for a family of four). Sherwood elected officials and staff have expressed an interest in

creating opportunities to live and work in their community. That will require us to work together to ensure housing affordability and not just leave it up to the market. The Metro Council could set out conditions to guide this work.

- Staff's recommendation to create and protect large industrial sites is intended to achieve widely shared goals to grow our region's high-tech manufacturing sectors. The Metro Council could consider specific goals or restrictions to make sure this happens.
- Creating inclusive communities means bringing a variety of perspectives into the planning process. Staff recommend a broad-based approach to community engagement that goes beyond collecting input from those who currently live near the expansion or those who have typically engaged in city planning – and include community members and Community Based Organizations representing historically marginalized groups. Staff also recommend inviting interested Tribes to engage in the city's planning processes.

ADDITIONAL RECOMMENDATIONS

Improve how we assess equity in growth management decisions

For many years, Metro has had the goal of addressing racial equity in its work, including urban growth management decisions. We've tried several approaches including:

- Using the Regional Equity Atlas to provide decision makers with contextual information.
- Requiring cities proposing expansions to describe how they are working to advance racial equity.
- When we've expanded the UGB, requiring and supporting cities in conducting broad-based community engagement for their comprehensive planning.
- Assessing equity outcomes in past UGB expansion areas.

In keeping with our tradition of always seeking to learn and do better, staff recommend that Metro Council direct staff to work with its advisory committees to identify possible amendments to Title 11 of the Urban Growth Management Functional Plan to require local governments to complete equity assessments when concept planning for new urban areas.

Consult with Tribes

Tribes are independent sovereigns with inherent powers of self-government and relationships with the U.S. government that derive from treaties, federal law and executive orders. These Federal-Tribal relations are political and do not derive from race or ethnicity. Treaties are listed among the elements that make up "the supreme law of the land" under Article VI of the U.S. Constitution.

The lands now known as the greater Portland metropolitan area are part of the aboriginal homelands, traditional use areas and trade networks of numerous Tribes. For millennia, Indian people resided throughout the Willamette Valley and along the Willamette and Columbia Rivers

and their tributaries in traditional villages, permanent communities and seasonal encampments. The relationship of Tribes, their lands and interests extend from time immemorial to the present day and beyond. Each Tribe's interests are distinct. These interests may overlap and intersect with the urban growth boundary in various ways.

Metro and other local governments need to do a better job of consulting with Tribes on growth management and land use issues that have the potential to impact tribal interests and priorities such as treaty rights, the protection of sensitive cultural resources, or enhancing the welfare of tribal members residing in urban areas off reservation. For that reason, staff recommend that Metro Council direct staff to work with interested Tribes, Metro's Tribal Affairs program and its advisory committees to identify possible amendments to Title 11 of the Urban Growth Management Functional Plan to require local governments to consult with Tribes when concept planning and comprehensive planning new urban areas. Staff also recommend that Metro identify opportunities to ensure and improve Metro's Urban Growth Report technical analyses are inclusive of relevant tribal priorities, expertise, and data sets.

Revise how we accounted for slopes on employment lands

Recent discussions at the UGR Roundtable and the Metro Policy Advisory Committee (MPAC) have raised questions about the assumptions staff make when inventorying buildable employment lands. We have heard questions about our assumed thresholds for steep slopes and whether some of those lands are viable for development.

Based on their professional expertise and review of other jurisdiction's work, Oregon Department of Land Conservation and Development staff have recently advised Metro to use a 10% slope threshold when inventorying buildable employment lands. Staff will revise the UGR analysis of employment land capacity to follow that advice. That revised analysis will be included in the final UGR presented for Metro Council adoption later this year.

Using this more conservative slope threshold does not change the analysis in the draft 2024 UGR that the baseline forecast indicates there is enough industrially-zoned land inside the UGB to match generally expected job growth, at least before assessing a more specific need for additional land with particular site characteristics. Most importantly, it doesn't change the fact that we collectively need to focus on the investments and actions necessary to make sure more of these employment lands are shovel-ready to capitalize on economic development opportunities. That includes necessary regional discussions about site aggregation, brownfield remediation, infrastructure financing, zoning changes, incentive programs and more.

Update the region's vision for its future

Our region had the foresight 30 years ago to adopt the region's Future Vision and 2040 Growth Concept. These long-range plans helped guide how greater Portland has responded to population growth in a way that reflects shared community values. The Growth Concept has

served us well and has positioned us to address the challenges of climate change and racial equity, but we know there's more work to be done to prepare for these and other future issues.

A lot has changed since the region adopted the Future Vision and the 2040 Growth Concept. Staff will bring a work program to Metro Council to renew the Future Vision and 2040 Growth Concept in Fall 2024. This work will help address many, though not all, topics and potential actions that came up while developing this urban growth management recommendation.

This work program should include an assessment of how these existing plans have performed for the region's residents: what has worked well or turned out as envisioned, and where there is still work to do or turned out differently from the vision. While we believe the fundamentals of the Vision and Growth Concept are still relevant, it is essential to demonstrate this through study.

Planning for 25 and 50 years in the future also requires understanding where today's trends may potentially take the region. The work program should include investigation of how climate change, demographics, technology, and other topics will change in the coming decades and how visioning can prepare the region to adapt to these shifts.

The updates of these long-range plans must also capture topic areas not currently addressed in the 1995 versions of these documents that are of greater importance and interest today. These include, but are not limited to: racial equity, climate resilience and adaptation, arts and culture, anti-displacement strategies, and Tribal relations. Updates must also address how Metro's purview has changed since 1995 to encompass major roles in the region's housing and parks and natural areas.

PUBLIC COMMENTS

Metro held a public comment period from the release of the draft UGR on July 9 through August 22. 349 survey responses were received during this period. We heard a variety of viewpoints about the draft Urban Growth report and the City of Sherwood's expansion proposal. Themes from comments about the expansion proposal include:

- Optimism about future growth potential, including the potential for a resurgence of high-tech manufacturing
- Interest in more housing and job opportunities in Sherwood, including housing choices for seniors, young families and other demographic groups
- Concern about the impacts of a potential UGB expansion on traffic, with the lack of transit options available in Sherwood
- Concern about impacts on farmland and agricultural activities
- Importance of housing affordability
- Concern about impacts on the environment and climate change
- Concern about impacts of new development on existing public infrastructure leading to tax increases for current residents
- Concern about potential impacts on schools

- Recommendation to use land within the UGB before expanding

We also received input about the methodology of the draft UGR. Themes include: suggestions for different approaches to the buildable land inventory, population projections, and density estimates.

These comments highlight the variety of issues that need to be balanced by the UGR. While this staff recommendation does not address every technical topic raised, it acknowledges that the UGR is a point-in-time document that seeks to balance interests and provide a reasonable range of estimates for the Metro Council to determine whether to expand the UGB and accept the City of Sherwood's proposal.

TIMELINE (SUBJECT TO CHANGE)

August 26, 2024:	Release COO recommendation
August 28, 2024:	MTAC discussion of COO recommendation and public comment themes
September 5, 2024:	Council work session on COO recommendations and public comment themes; (*full public comment summary provided at Council meeting*)
September 11, 2024:	MPAC discussion of COO recommendation and recommendations to Council; request any final MTAC advice
September 18, 2024:	MTAC advice to MPAC, if requested
September 19, 2024:	CORE recommendation to Council
September 25, 2024:	MPAC recommendation to Council
September 26, 2024:	Council holds public hearing on COO recommendations
October 8, 2024:	Council provides direction to staff at work session
November 21, 2024:	Council first reading of ordinance; public hearing
December 5, 2024:	Council second reading of ordinance; decision

ATTACHMENT 1: HOUSING CAPACITY, NEED, AND DEFICIT ASSUMPTION DETAILS

The tables below include specific numbers, but long-term estimates cannot be expressed this precisely. For that reason, the final totals are rounded to the nearest hundred.

Table 1: Recommended housing capacity assumptions (Metro UGB, 2024-2044)

	UGB Capacity Assumptions (number of homes)			
	single-detached	middle housing	multifamily	Total
Vacant land (larger mix of single-unit detached)	34,944	13,228	42,970	91,142
Redevelopment (Baseline)	12,292	11,727	24,382	48,400
Concept plan areas and planned development on vacant land	9,096	6,662	4,138	19,896
Other planned redevelopment	135	172	9,830	10,137
Office-to-residential conversion (baseline)	-	-	1,000	1,000
ADUs and middle housing conversion/infill (low)	-	4,955	-	4,955
Total UGB capacity (rounded)	**56,500**	**36,700**	**82,300**	**175,500**
Capacity housing mix	32%	21%	47%	100%

Table 2: Recommended Metro region current and future housing need assumptions (2024-2044)

7-county MSA baseline household growth (2024-2044)	203,530
Future household growth in Metro UGB (70% to 72% Metro UGB capture)	142,500 to 146,500
Add 5% vacancy rate (to convert future households to homes)	7,100 to 7,400
Subtotal of UGB future housing needs (number of homes)	149,600 to 153,900
Add current housing needs (underproduction, houselessness, 2nd and vacation rentals)	26,953
Total current and future UGB housing need (2024-2044, rounded)	176,500 to 180,800

Table 3: Metro UGB current and future housing need and deficit assuming 70% UGB capture

	UGB Housing Need at 70% UGB Capture			
	single-detached	middle housing	multifamily	Total
Future need: baseline forecast (see Table 1)	56,846	32,911	59,838	149,594
Units lost to 2nd and vacation homes	1,072	1,769	443	3,285
Historic underproduction	726	2,089	12,160	14,975
Households experiencing houselessness	-	40	8,653	8,693
Total Housing Need (rounded)	**58,600**	**36,800**	**81,100**	**176,500**
Needed housing mix	33%	21%	46%	100%
Total UGB capacity (rounded)	56,500	36,700	82,300	175,500
Deficits (rounded)	**(2,200)**	**(100)**	**1,200**	**(1,000)**

Table 4: Metro UGB current and future housing need and deficit assuming 72% UGB capture

	UGB Housing Need at 72% UGB Capture			
	single-detached	middle housing	multifamily	Total
Future need: baseline forecast (see Table 1)	58,470	33,851	61,547	153,868
Units lost to 2nd and vacation homes	1,072	1,769	443	3,285
Historic underproduction	726	2,089	12,160	14,975
Households experiencing houselessness	-	40	8,653	8,693
Total Housing Need (rounded)	**60,300**	**37,700**	**82,800**	**180,800**
Needed housing mix	33%	21%	46%	100%
Total UGB capacity (rounded)	56,500	36,700	82,300	175,500
Deficits (rounded)	**(3,800)**	**(1,000)**	**(500)**	**(5,300)**

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we've already crossed paths.

So, hello. We're Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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Georgia Langer

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Name *	Kate Walker
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Your testimony

Hello, I'm writing about proposed changes to the Metro urban growth boundary. I am opposed to expanding the UGB in the Sherwood area. I've recently moved here from Austin Texas, which is filled with similarly built low-density housing built at the edge of the UGB. We should not be imitating the awful civic policies of Texas, as they result in ever-increasing levels of traffic congestion and car pollution. Austin, Houston, Dallas, San Antonio: all of these cities were dense and vibrant (exactly the way Portland Metro currently is) and now? Every Texas city is a hollowed-out shell filled with highways and surrounded by an ever expanding ring of low density suburbs. We should not be copying those oil-loving morons. Please do not expand the UGB.

Is your testimony related to an item on an upcoming agenda? *	Yes

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Metro Technical Advisory Committee
Metro
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September 16, 2024

RE: Sherwood West Housing Estimates and Conditions of Approval

Dear Chair Kehe and MTAC Members,

The Sherwood West Concept Plan is the result of a 2-year planning process about growth alternatives for our community that included extensive input from community members, property owners, business owners, and public service providers. The resulting Concept Plan proposes a complete community with a range of housing and employment types connected by system of parks, trails, and open space. The Sherwood West Concept Plan demonstrates how Metro's Urban Reserve Area 5B can be incorporated into the fabric of the city and region in a manner that reflects the strong sense of community and livable neighborhoods our region is known for.

The City's proposal received letters of support from key public agencies and service providers including: Washington County, Clean Water Services, TriMet, Tualatin Valley Fire & Rescue, Sherwood School District, and Port of Portland. The letters of support demonstrate that public services can be provided to Sherwood West, and that the expansion area can support housing and job production that our region desperately needs.

The Portland region is experiencing a housing shortage crisis. The severe shortage of housing has increased prices and reduced affordability for all metro residents. Between 2017 and 2022, our region experienced a 50.4% increase in homelessness. The Sherwood West Concept Plan will help address this shortage by planning for 3,117 new residential units (9.2 units per net acre) including mid-rise apartments, missing middle housing, and single-family attached and detached residences. The Sherwood West Citizens Advisory Committee (CAC) provided direct and detailed input on the housing plan for Sherwood West to meet the needs of Sherwood and the Metro region. The housing plan includes:

- Zoned Density Range 6.3 to 9.2 units per net acre
- Overall Residential Density of 9.2 units per net acre
    - This is the estimated density at full build out of Sherwood West
- Total Housing Estimate of 3,117 new units
- Minimum of 43% middle and multi-family units
- Additional density permitted pursuant to HB 2001 (2019)
- Additional density permitted pursuant to SB 1537 (2024)

While the overall residential density is estimated at 9.2 units per acre, the final resulting density in Sherwood West is likely to be higher due to the allowances of HB 2001 (2019) and SB 1537 (2024).

The City of Sherwood supports a recommendation from the Metro Technical Advisory Committee for Sherwood West to accommodate 9.2 units per acre or 3,117 units.

Sincerely,

Eric Rutledge
Community Development Director
City of Sherwood

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Friday, September 13, 2024 8:08 AM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#253]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Adrienne Stacey
Email *	adriennestacey@mac.com
Address	3434 SE Brooklyn St Portland, OR 97202 United States
Your testimony	Metro started with a stellar approach to protecting land from ruin. We must continue to take this all around winning approach. We are in the middle of transitioning our thinking to include more than human needs. Be our leader Metro. Do it right, do it strong.
Is your testimony related to an item on an upcoming agenda? *	Yes

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Friday, September 13, 2024 12:32 PM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#254]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Liam Whitworth
Email *	liamrwhitworth@gmail.com
Address	1650 NW 21st Ave Apt 511 Portland, OR 97209 United States

Your testimony

I think Metro should focus on improving quality of life for all residents through using data on life expectancy by zip code, household costs and affordability, and age-friendly communities. I don't want to expand the urban growth boundary.

Metro can ensure that the region builds the housing its residents need, where they need it, and at reasonable price points by focusing development and redevelopment in existing vacant and underused lands, where there is already public investment in infrastructure.

Metro can support different kinds of transportation options that lower air and carbon pollution, make life less expensive for residents, and reduce congestion and driving times.

Our region's resources and low weather extremes offer a position of strength, but only if Metro stewards them well.

I'm confident that the quickest way to regional success involves building upon the area's existing footprint.

Thank you so much for considering this.

Is your testimony related to an item on an	Yes

upcoming

agenda? *

Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Metro

Minutes

Thursday, September 12, 2024

10:30 AM

Metro Regional Center, Council chamber and https://zoom.us/j/615079992 (Webinar ID: 615079992) or 888-475-4499 (toll free)

Council meeting

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber.
You can join the meeting on your computer or other device by using this link: https://zoom.us/j/615079992 (Webinar ID: 615 079 992)

1. Call to Order and Roll Call

Council President Peterson called the Metro Council Meeting to order at 10:32 a.m.
Councilor Nolan was present from 10:48 a.m.

Present: 6 - Council President Lynn Peterson, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, Councilor Gerritt Rosenthal, and Councilor Duncan Hwang

Excused: 1 - Councilor Ashton Simpson

2. Public Communication

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 p.m. the day before the meeting will be provided to the council prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those wishing to testify in person should fill out a blue card found in the back of the Council Chamber. Those requesting to comment virtually during the meeting can do so by using the “Raise Hand” feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

Council President Peterson opened the meeting to members of the public wanting to testify on non-agenda items.

There were none.

3. Consent Agenda

3.1 Consideration of the August 1, 2024 Council Meeting Minutes

Attachments: Minutes

Council President Peterson called for a motion to approve the Consent Agenda.

A motion was made by Councilor Gonzalez, seconded by Councilor Rosenthal, to approve the Consent Agenda.
The motion carried by the following vote:

Aye: 6 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, and Councilor Hwang

Excused: 1 - Councilor Simpson

4. Ordinances (First Reading and Public Hearing)

4.1 **Ordinance No. 24-1518,** For the Purpose of Annexing to the Metro District approximately 6.94 Acres in Hillsboro on the North Side of NE Schaaf St at the intersection with NE 62nd Ave

Attachments: Ordinance No. 24-1518
Staff Report
Exhibit A
Attachment 1

Council President Peterson introduced Ordinance No. 24-1518 and called on Carrie MacLaren, Metro Attorney, to read the procedural requirements for the next portion of the meeting.

Staff Presentation

Glen Hamburg explained that the territory on the North Side of NE Schaaf St. was added to Urban Growth Boundary in 2004 (Metro Ordinance 04-1040B). He shared that the City of Hillsboro is scheduled to hold a public hearing to consider annexing the territory, which would rezone it for urban industrial use. The property is currently within Washington County's land use jurisdiction, and owners of the territory

have consented to the proposed annexation.

4.1.1 Public Comment for Ordinance No. 24-1518

Council President Peterson opened the meeting to members of the public wanting to testify on Ordinance No. 24-1518.

There were none.

Councilor President Peterson closed the public hearing, and second consideration was set for September 19, 2024.

5. Ordinances (Second Reading and Vote)

5.1 **Ordinance No. 24-1517** For the Purpose of Amending Metro Code Chapter 2.19.120 and Repealing Metro Code Chapter 2.19.140 To Update Procedures For Metro-Administered Community Enhancement Committees and to Sunset the North Portland Rehabilitation and Enhancement Committee

Attachments: Ordinance No. 24-1517
Exhibit A
Staff Report

Council President Peterson introduced Ordinance No. 24-1517, For the Purpose of Amending Metro Code Chapter 2.19.120 and Repealing Metro Code Chapter 2.19.140 To Update Procedures for Metro-Administered Community Enhancement Committees and to Sunset the North Portland Rehabilitation and Enhancement Committee.

Council President Peterson stated that the first reading and public hearing for Ordinance No. 24-1517 took place on Thursday, September 5, 2024, and explained that the code change updates the recruitment process for Metro-Administered Community Enhancement Committees in line with the 2030 Regional Waste Plan and Metro's Strategic Plan to advance racial equity, as well as repeals the North Portland Rehabilitation and Enhancement Committee

because the program is no longer in existence.

Council President Peterson invited Noelle Dobson, Community Enhancement Grant Program Manager, to answer questions from the Council.

Councilor Rosenthal inquired about the wording of the original document, which Dobson stated was resolved in the current legislation.

Seeing no further discussion, Council President Peterson called for a motion to approve the Ordinance No. 24-1517.

A motion was made by Councilor Gonzalez, seconded by Councilor Nolan, that the Ordinance be approved.
The motion carried by the following vote:

Aye: 6 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, and Councilor Hwang

Excused: 1 - Councilor Simpson

6. Other Business

6.1 2024 Urban Growth Management: Chief Operating Officer Recommendations

Attachments: Staff report
Attachment 1
Attachment 2

Council President Peterson called on COO Marissa Madrigal to open the presentation on the 2024 Urban Growth Management: Chief Operating Officer Recommendations. Staff pulled up the 2024 Urban Growth Management: COO Recommendations slides to present to Council.

Staff Presentation

COO Marissa Madrigal conveyed that the COO/Staff Recommendation is aligned with Metro's broader goals and

seeks to balance a variety of perspectives. She expressed that the recommendations are ultimately suggestions and stated the goal of hearing the Council's initial reactions to the proposal of bringing Sherwood West inside the Urban Growth Boundary.

COO Madrigal introduced Planning, Development, and Research staff Eryn Kehe (she/her) and Ted Reid (he/him) to further present on the topic. Kehe shared the timeline for committee discussions and introducing legislation to the Council by the end of the year. She highlighted the major themes from the public comment survey, such as affordable housing. Reid stated that the majority of growth will occur within the current boundary. Regarding the proposed expansion, he described the specific need for large industrial sites and adding the urban reserve to the boundary. Kehe requested that Councilors share their initial thoughts on the topics and any conditions of approval, noting that a public hearing was scheduled for September 26, 2024.

Council Discussion

Councilor Nolan inquired about the analysis on the deficit of affordable housing and transportation-adjacent housing.

Kehe responded that the population forecasts, including demographic factors, demonstrated a need for single family housing and middle housing.

Reid explained that lifestyle and housing preferences factor into the assessment, and the need for additional land is related to need for certain types of housing.

COO Madrigal remarked that the deficit is considered in the calculations.

Councilor Hwang inquired about the broader goals and values of the expansion, such as the overall vision for Sherwood and what support is necessary to make that vision a reality.

Kehe expressed that Metro is looking for opportunities to engage with city of Sherwood, and Metro's role in the process has been to use its regional authority rather than make specific plans with the local government.

Councilor Lewis expressed support for more affordable housing but highlighted Sherwood's willingness to partner with Metro about land use as a possible condition of approval.

Councilor Rosenthal raised concerns about whether the concept plan aligns with the numbers and density proposed for housing units.

Kehe mentioned that it is difficult to know what will be produced this early in the planning phase and acknowledged the number of housing units as a potential condition, with the desired outcome to support the community in terms of both housing demand and employment demand.

Councilor Gonzalez remarked on the housing shortage at the state and regional level and expressed that there has been feedback to the city of Sherwood to find a housing solution that serves everyone.

Councilor Nolan raised the issue of climate change and expressed that the proposal should focus on mitigating greenhouse gas emissions. Councilor Nolan emphasized that the plan should maintain that most development will occur within the existing growth boundary.

Reid stated that the current Urban Growth Boundary will accommodate most of the region's growth.

COO Madrigal clarified that emissions were outside the scope of the UGM report and recommendation.

Councilor Rosenthal remarked that the southwest corridor is growing into a large and high-technology sector and advised that workforce housing should be taken into consideration along with mass transit.

Councilor Lewis raised the issue of transportation and encouraged Sherwood to not sacrifice the accessibility of "complete community" for urban density when addressing housing solutions.

Council President Peterson expressed support for the COO Recommendation on the Sherwood expansion with conditions for approval. Council President Peterson advised that staff set specific expectations for achieving practical, near-term goals and offer a different foundation for the UGM conversation going forward.

Kehe expressed gratitude for the Council's feedback and the staff participants.

COO Madrigal noted the Council's support for inclusion of the expansion area and inquired about developing draft language around affordability and Sherwood's assurances.

Council President Peterson reviewed the major points for future consideration and thanked staff and the city of Sherwood for their engagement in the process.

7. Chief Operating Officer Communication

Marissa Madrigal provided an update on the following events or items:

- Metro is beginning the next phase of implementing the statewide Pay Equity Law
- Acknowledged and thanked IT staff for the implementation of a new timekeeping system

8. Councilor Communication

Councilors provided updates on the following meetings and events:

- Councilor Lewis: Tri-County Planning Body welcomed two new members and the three counties discussed plans for the six regional goals and the budget items
- Councilor Rosenthal: for LatinA Heritage Month, there will be a celebration in the Metro Regional Center, invitation to join Centro Cultural's community celebration in Hillsboro, and the Hispanic Metropolitan Chamber's Gala at the Hilton Hotel

9. Adjourn

There being no further business, Council President Peterson adjourned the Metro Council Meeting at 12:24 p.m.

Respectfully submitted,

Emma McIntosh

Emma McIntosh, Legislative Assistant

Council meeting agenda

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Thursday, September 12, 2024 **10:30 AM** **Metro Regional Center, Council chamber and https://zoom.us/j/615079992 (Webinar ID: 615079992) or 888-475-4499 (toll free)**

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber. You can join the meeting on your computer or other device by using this link: https://zoom.us/j/615079992 (Webinar ID: 615 079 992)

1. Call to Order and Roll Call

2. Public Communication

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 p.m. the day before the meeting will be provided to the council prior to the meeting.

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3. Consent Agenda

3.1 Consideration of the August 1, 2024 Council Meeting Minutes — 24-6125

Attachments: Minutes

4. Ordinances (First Reading and Public Hearing)

4.1 Ordinance No. 24-1518, For the Purpose of Annexing to the Metro District approximately 6.94 Acres in Hillsboro on the North Side of NE Schaaf St at the intersection with NE 62nd Ave — ORD 24-1518

Presenter(s): Glen Hamburg, Metro

Attachments: Ordinance No. 24-1518
Exhibit A
Staff Report
Attachment 1

4.1.1 Public Comment for Ordinance No. 24-1518

5. Ordinances (Second Reading and Vote)

5.1 Ordinance No. 24-1517 For the Purpose of Amending Metro Code Chapter 2.19.120 and Repealing Metro Code Chapter 2.19.140 To Update Procedures For Metro-Administered Community Enhancement Committees and to Sunset the North Portland Rehabilitation and Enhancement Committee — ORD 24-1517

Presenter(s): Noelle Dobson, Metro

Attachments: Ordinance No. 24-1517
Exhibit A
Staff Report

6. Other Business

6.1 2024 Urban Growth Management: Chief Operating Officer Recommendations — 24-6113

Presenter(s): Marissa Madrigal (she, her), COO, Metro
Eryn Kehe (she, her), Urban Policy and Development Manager, Metro
Metro, Ted Reid (he, him), Principal Regional Planner, Metro

Attachments: Staff report
2024 COO Staff Recommendation
Attachment 2

7. Chief Operating Officer Communication

8. Councilor Communication

9. Adjourn

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Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullan dadweyne, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqo ka hor kullanka si loo tixgaliyo codsashadaada.

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែកាសនៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwm ua ntej ntawm lub rooj sib tham.

January 2021

6.1 2024 Urban Growth Management:
Chief Operating Officer Recommendations
Other Business

Metro Council Meeting
Thursday, September 12, 2024

2024 URBAN GROWTH MANAGEMENT:
CHIEF OPERATING OFFICER/STAFF RECOMMENDATIONS

Date: August 20, 2024
Department: Planning, Development, and Research
Meeting Date: September 5, 2024

Prepared by: Laura Combs, Associate Regional Planner
laura.combs@oregonmetro.gov
Presenter(s): Marissa Madrigal, COO; Ted Reid; Eryn Kehe (Metro Planning, Development, and Research)
Length: 60 minutes

ISSUE STATEMENT

The region's urban growth boundary (UGB) delineates urban and rural uses and is a tool for ensuring thoughtful and efficient growth patterns. The Metro Council is required by state law to – at least every six years – determine whether the UGB has adequate land for expected housing and job growth. The Metro Council last made this determination in December 2018 and is scheduled to do so again by the end of 2024. The Metro Council has directed staff to proceed with an approved work program and requested periodic updates.

Over the course of the year, staff has presented preliminary results for the demographic and economic regional forecast and the capacity analysis. These elements of the Urban Growth Report estimate how many people may live or work in the region over the next 20 years and if the land inside the existing UGB is sufficient to accommodate their homes and places of employment. The draft 2024 Urban Growth Report (UGR), released for discussion at the Metro Council's July 9, 2024 work session, is the analysis that supports the Metro Council as it determines if there is a demonstrated regional need for a UGB expansion.

For the 2024 urban growth management decision cycle, Metro received one proposal from the City of Sherwood to expand the UGB to include the 1,300-acre Sherwood West urban reserve area. If Metro Council determines more land is needed in the UGB to support the next 20 years of growth, they will also determine how Sherwood's proposed expansion will accommodate the needs described in the Urban Growth Report.

A public comment survey was available from July 9 – August 22 to collect feedback on the draft UGR and the Sherwood West expansion proposal. A summary of the public comment themes and main takeaways will be available for Council's review and consideration as a part of this work session.

Another part of the Council's decision-making process is consideration and discussion of the Chief Operating Officer/Staff recommendations. These recommendations include a point of view about where to fall in the housing and employment capacity gap ranges provided within the Urban Growth Report and a recommendation about the proposed expansion area for the Council to consider.

At the September 5 work session, the Metro Chief Operating Officer (COO) and staff will summarize the key elements of the recommendations and be available to answer questions about the next steps for the Council's growth management decision.

ACTION REQUESTED
Update the Council on implementation of the work program for the 2024 urban growth management decision, focusing on the 2024 COO/Staff recommendations.

IDENTIFIED POLICY OUTCOMES
State law and regional policies lay out an intention to make efficient use of land inside the UGB and to only expand the UGB if there is a demonstrable regional need to accommodate expected housing or job growth. The Metro Council makes this growth management decision for the region after significant engagement. To ensure that areas added to the UGB are ready for growth, it is the Metro Council's policy to only expand the UGB in urban reserves that have been concept planned by a city or a county. Metro provides grant funding for local jurisdictions to complete concept planning.

POLICY QUESTION(S)
- Does the Council have any direction for staff regarding next steps for its decision process?
- Does the Council have questions or direction regarding potential conditions of approval for a UGB expansion (pending its decision that there is a need for an expansion)?

POLICY OPTIONS FOR COUNCIL TO CONSIDER
The Council may provide staff with direction on:
- Advice that would be useful from MPAC or CORE
- Updates that the Council would like to have going forward

STAFF RECOMMENDATIONS
- Staff recommends proceeding with the work program shared with Council on March 7, 2023.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION
Regional urban growth management decisions have long been one of the Metro Council's core responsibilities. The Metro UGB – first adopted in 1979 – is one of Metro's tools for achieving the 2040 Growth Concept's vision for compact growth, thereby protecting farms and forests outside the UGB and focusing public and private investment in existing communities. These are all key to reducing greenhouse gas emissions and expanding housing options.

The UGB is just one policy tool, however, and must be accompanied by other policies, partnerships, and investments to make good on the 2040 Growth Concept and to address challenges like housing affordability, displacement, houselessness, and economic

development. Often, growth management processes provide a venue for identifying the need for new initiatives.

Metro strives for transparency in its growth management work, which can be challenging given its highly technical aspects. The 2024 decision will provide opportunities for interested parties to inform and understand the many technical and policy aspects of this work. Those opportunities include, not only standing advisory committees, but also groups formed for this decision process such as the UGR Roundtable, the Land Use Technical Advisory Group, the regional forecast expert review panel, and the Youth Cohort.

BACKGROUND
At its March 7, 2023 work session, the Council directed staff to begin implementing the work program for the 2024 urban growth management decision. Staff have returned periodically to update the Council on the progress of key components of the work program.

ATTACHMENTS

- Is legislation required for Council action? x Yes ¨ No
- If yes, is draft legislation attached? ¨ Yes x No
- What other materials are you presenting today?
    - 2024 Urban Growth Management: Metro Chief Operating Officer/Staff Recommendations
    - A summary of themes emerging from public comments received during the survey period will be presented at the work session

2024 Urban Growth Management Decision: Metro Chief Operating Officer/Staff Recommendations

August 26, 2024

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TABLE OF CONTENTS

LIST OF ACRONYMS I
A DELIBERATE APPROACH TO GROWTH 1
ADAPTING AND IMPROVING OUR GROWTH MANAGEMENT PROCESS 2
CITY OF SHERWOOD READINESS 3
THE REGION NEEDS MORE HOUSING OF ALL TYPES 5
REGIONAL NEED FOR UGB EXPANSIONS FOR HOUSING 5
PLANNING FOR JOB GROWTH 7
NEED FOR LARGE INDUSTRIAL SITES TO ACCOMMODATE HIGH-TECH MANUFACTURING GROWTH 7
ADDITIONAL LANDS TO SUPPORT COMMERCIAL JOB GROWTH 8
POTENTIAL UGB CONDITIONS OF APPROVAL 8
ADDITIONAL RECOMMENDATIONS 9
Improve how we assess equity in growth management decisions 9
Consult with Tribes 9
Revise how we accounted for slopes on employment lands 10
Update the region's vision for its future 10
PUBLIC COMMENTS 11
TIMELINE (SUBJECT TO CHANGE) 12
ATTACHMENT 1: HOUSING CAPACITY, NEED, AND DEFICIT ASSUMPTION DETAILS 13

LIST OF ACRONYMS

The following is a list of acronyms used throughout this document.

COO: Metro Chief Operating Officer
CORE: Committee on Racial Equity
MPAC: Metro Policy Advisory Committee
MTAC: Metro Technical Advisory Committee
UGB: urban growth boundary
UGR: Urban Growth Report

A DELIBERATE APPROACH TO GROWTH

Under Oregon state land use law, the Metro Regional Government ("Metro") is charged with making decisions about whether to expand the urban growth boundary (UGB) in the greater Portland region. This communication from Metro's Chief Operating Officer contains the staff recommendation to the Metro Council regarding the need for a UGB expansion and the City of Sherwood's 2024 proposal to address that need.

The urban growth boundary has long been one of Metro's most important tools for focusing the development of new homes and businesses in existing downtowns, main streets, and employment areas. Residents of the region have told us time and again to hold this priority: make the most of the land inside the boundary so that outward growth on the urban edge only happens when it is necessary and provides benefit for the entire region. This deliberate approach is crucial for strengthening existing communities, protecting farms and forests, and reducing greenhouse gas emissions.

According to state law, Metro is required to make a decision about whether to expand the UGB at least every six years. In making these decisions, Metro must provide up-to-date information about demographics, population and employment growth, development trends, and estimates of buildable land inside the UGB. This thorough assessment of whether there is a regional need for expanding the UGB is not only required by law – it is central to the greater Portland region's identity. When new growth occurs at the edges of the urban growth boundary, it should be necessary, planned, and deliberate.

Today, the greater Portland region is facing a housing shortage crisis. In addition, there is agreement across the region that attracting more family-wage industrial jobs will help our communities thrive. However, it is also clear that simply providing more land won't necessarily result in jobs and housing. Experience has shown that certain conditions must be in place to ensure that UGB expansion areas produce housing and jobs in a near term time frame. Time and time again we have seen that development occurs successfully where there is a commitment from city leaders and community members, where there is a plan for paying for needed infrastructure, and where there is market demand. If these ingredients aren't present, new urban growth is extremely slow if it happens at all.

For those reasons, in 2010 the Metro Council adopted a policy to only expand the UGB into urban reserve areas that have been concept planned by a local government and that demonstrate readiness to be developed. In the current 2024 UGB cycle, the City of Sherwood is the only city that has prepared a concept plan and proposed a UGB expansion, and they have shown that these elements are in place. Sherwood's readiness for new urban growth provides an opportunity to address the regional land needs identified in the draft 2024 Urban Growth Report (UGR).

Consequently, Metro staff recommend that the Metro Council consider expanding the UGB to include the Sherwood West urban reserve. Staff further recommend that the Council consider placing conditions on this expansion to ensure that the land is used efficiently and will support regionally identified needs. These conditions could reinforce the City of Sherwood's concept plan for the expansion area by improving housing affordability and protecting industrial lands so that they produce well-paying jobs in the manufacturing sector.

The information that follows sets out the reasoning behind this recommendation and lays the groundwork for the Metro Council to consider potential conditions of approval.

ADAPTING AND IMPROVING OUR GROWTH MANAGEMENT PROCESS

Our region's deliberate approach to growth has paid dividends for people who call this region home by helping to maintain a unique connection to nature and a high quality of life. However, as the world changes, our approach to managing growth must change too. In response to evolving needs and conditions over the years, Metro and its partners have collaborated to make improvements to the urban growth management process such as:

- Working with our regional partners to identify designated urban reserves and rural reserves that provide certainty about where the UGB may or may not be expanded over the coming decades.
- Using a 'range' forecast to acknowledge that there is inherent uncertainty in estimating future growth over the next 20 years.
- Encouraging more timely housing and business development in UGB expansion areas by requiring that a local jurisdiction complete a concept plan for an urban reserve before the area is brought into the boundary.
- Providing grant funding to cities to support local concept planning and comprehensive planning efforts.
- Adopting a fast-track expansion process for adding large industrial sites to the UGB to respond to near term opportunities.
- Providing an off-cycle UGB amendment process to address unanticipated non-residential land needs such as those identified by school districts.
- Creating a mid-cycle UGB process to be responsive to city proposals for addressing unanticipated residential land needs between the designated 6-year scheduled approval process.
- Clearly specifying in Metro's Code the factors that cities must address in UGB expansion proposals.
- Completing a land exchange in 2023 that brought concept planned land within an urban reserve inside the UGB and removed unplanned land to ensure more of the land inside the UGB will produce housing.

- Continually improving technical analyses to reflect new practices, including how to forecast redevelopment potential and estimate current and future housing needs.
- Examining regional needs for industrial lands with specific site characteristics and applying that information to evaluate expansion proposals.
- As with the forecast, using a range of estimates to acknowledge the inherent uncertainty in predicting growth capacity within the UGB.
- Increasing transparency by convening the 2024 Urban Growth Report Roundtable, comprised of diverse expertise and interests.
- Elevating youth perspectives and building future leaders by convening a UGB Youth Cohort in 2024.

One of the characteristics that makes our region unique is our ability to collaborate and work together to adapt and modernize our systems to respond to changing conditions.

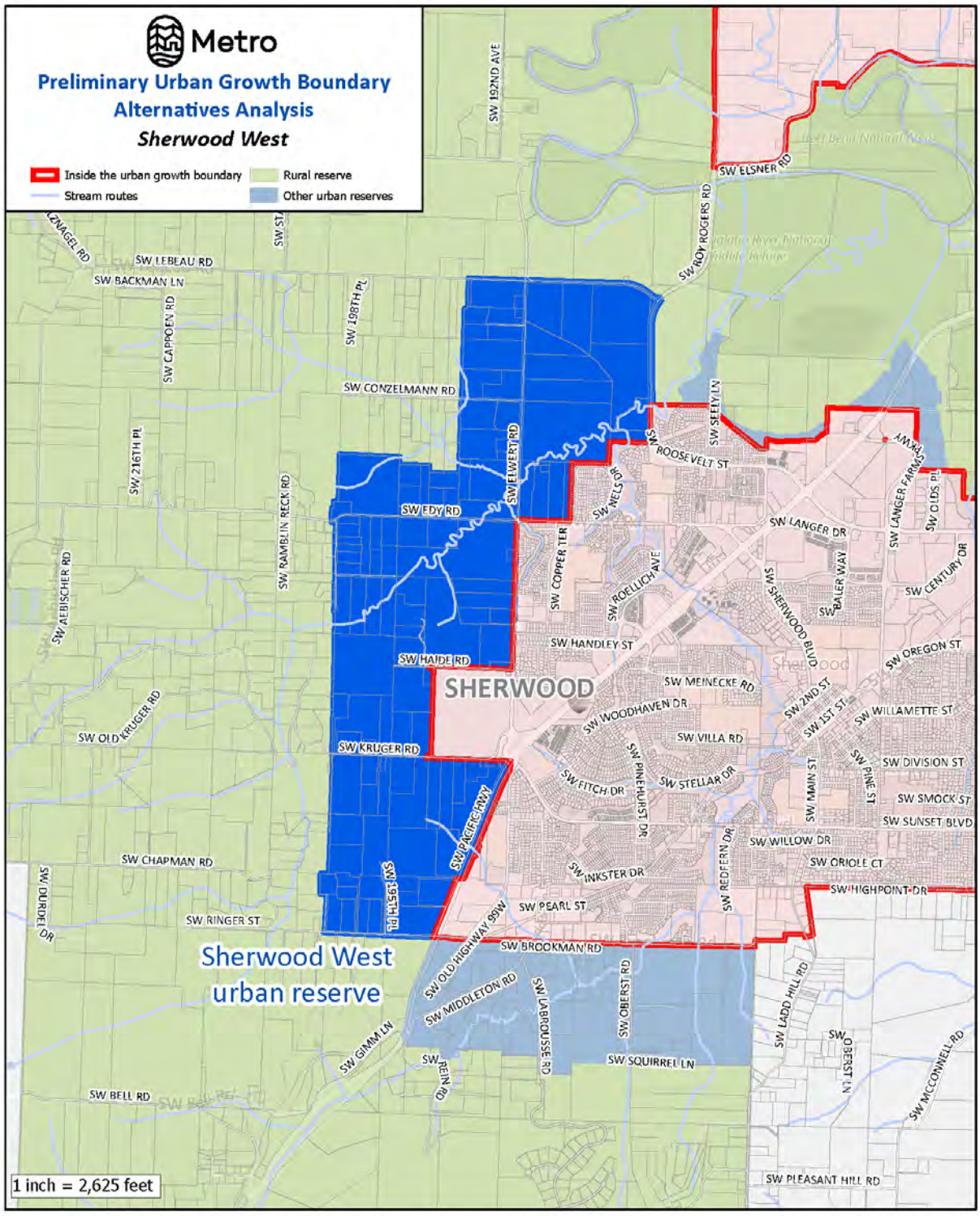
CITY OF SHERWOOD READINESS

Based on the draft 2024 Urban Growth Report (UGR) in addition to discussions at the Metro Council, MPAC, MTAC and the Urban Growth Report Roundtable as well as comments received during the public comment period, Metro staff believe there is a regional need to expand the UGB to provide more land for housing and job growth. Staff also encourage the Metro Council to set clear expectations for areas added to the boundary, so the expansion addresses not just local interests, but regional needs.

The City of Sherwood has completed extensive work to propose a UGB expansion for the Metro Council's consideration. The expansion proposal indicates that Sherwood is ready to take meaningful steps toward getting homes and businesses built in the proposed UGB expansion area. The Sherwood West Concept Plan includes proposed land uses to support up to approximately 5,500 housing units and 4,500 jobs. For those reasons, staff recommend that the Metro Council consider expanding the region's UGB to include the Sherwood West urban reserve.

Considerable work remains if the Metro Council chooses to add this area to the UGB. As part of this recommendation, staff encourage the Council to identify conditions ensuring that land added to the UGB will address a range of housing needs and provide industrial sites likely to attract family wage manufacturing jobs.

Figure 1: Recommended UGB expansion in the Sherwood West urban reserve



The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product.

The following pages of this report describe additional considerations that inform this staff recommendation.

THE REGION NEEDS MORE HOUSING OF ALL TYPES

It is well known that there is a national housing shortage, as well as housing shortages in Oregon and in the greater Portland region. This is reflected in housing prices and rents that remain high and in the growing number of people experiencing housing instability or houselessness. With the expectation that population growth will continue in our region – irrespective of the rate of that growth – we need more housing to be built.

The vitality of every community depends on having a diverse range of people from all backgrounds doing a broad range of work: teachers, contractors, daycare providers, nurses, and grocery store workers to name a few. As home prices rise and demand outstrips supply, we need to do more to provide housing opportunities for these essential workers in every community. Likewise, we need to provide housing options that suit people from all life stages: students seeking rental housing, growing families that need an additional bedroom, retirees seeking to downsize but remain in their community.

The primary question addressed by the Urban Growth Report is not just whether more housing is needed but whether there is enough space inside the existing UGB to meet that need. Land already available within the UGB provides opportunities for a diverse range of housing. The region's track record, as documented in the 2024 UGR, shows that there is considerable market demand for urban housing close to transit, services, and amenities. Recent statewide allowances for 'middle housing' such as townhouses and duplexes are producing results, and we expect that more of these housing options will be provided in the future.

The draft UGR also indicates that, depending on our assumptions about the future, there is potentially a need for additional land to meet the region's need for additional housing. As we consider bringing new areas into the UGB, we must make sure those areas will address the needs of a wide variety of households.

REGIONAL NEED FOR UGB EXPANSIONS FOR HOUSING

Under state law, the UGB can only be expanded when there is a demonstrated regional need for additional capacity to accommodate the next 20 years of forecasted growth. The analysis in the draft 2024 UGR's range of growth estimates shows that the Metro Council has the latitude to determine that a need for more land exists.

Housing capacity

The draft 2024 UGR describes a range of possible housing growth capacity currently available within the urban growth boundary. The specific amount of housing capacity available within that range depends on expected market conditions and development responses. Consistent with the recommendation to plan for the baseline forecast described in the following

paragraph, staff recommend capacity assumptions that fall within the middle of the ranges established in the draft 2024 UGR.

For the 2024 growth management decision, staff recommend that the Metro Council base their decision on a finding that there is capacity inside the UGB for 175,500 additional homes. Details about that assumed growth capacity can be found in Attachment 1 to this recommendation and in the draft 2024 UGR.

Household forecast and capture rate

As a basis for this growth management decision, staff recommend that the Metro Council plan for the baseline forecast for the seven-county Metropolitan Statistical Area (MSA) for the 2024 to 2044 period. The baseline forecast describes the most likely amount of growth for the region. This means planning for approximately 315,000 more people and 203,500 more households in the MSA.

The UGB "capture rate" is used to describe the share of seven-county household growth that is expected to occur in the Metro UGB. For discussion purposes, the draft 2024 UGR scenarios assumed a 70 percent UGB capture rate. Staff have heard partner opinions and share optimism that the region will regain its reputation as an attractive place to live and work. Staff therefore recommend that the Metro Council consider planning to accommodate slightly more than 70 percent of the MSA's household growth in the Metro UGB.

Notwithstanding recent declines after the pandemic-induced recession, this would represent a continuation of the historic upward trend in Metro's UGB capture rate for household growth. Adding the Sherwood West urban reserve to the UGB can provide a means of achieving this slightly higher capture rate by attracting household growth that may otherwise occur outside of the Metro UGB.

Staff recommend that the Council plan for 176,500 to 180,800 additional homes in the Metro UGB to meet current and future housing needs. Additional details about how those numbers are derived can be found in Attachment 1 and in the draft 2024 UGR.

Housing capacity deficits

Comparing UGB housing growth capacity (175,500 homes) and housing needs (176,500 to 180,800 additional homes) indicates a potential deficit of capacity for 1,000 to 5,300 homes. Additional details about those deficits can be found in Attachment 1.

Depending on the mix of housing it includes, the Sherwood West urban reserve could meet the range of identified regional housing capacity deficits. The adopted Sherwood West Concept Plan describes a range of 3,117 (9.2 dwelling units/acre) to 5,582 (16.4 dwelling units/acre) homes.

PLANNING FOR JOB GROWTH

Future job growth requires more workers to fill those jobs. This means that our job growth forecast should be generally consistent with our expectations for population growth. Consequently, as with population and household growth, staff recommend planning for the baseline employment forecast, which estimates the most likely growth scenario.

Today, there are approximately 1,261,200 jobs[1] in the seven-county MSA. Staff recommend planning for an increase of approximately 110,000 jobs, for a total of 1,371,400 jobs in the MSA by the year 2044.

Based on long-term trends, staff recommend planning for 75% of the new MSA-level jobs in the Metro UGB.[2] Today, there are approximately 996,600 jobs in the Metro UGB. By 2044, an additional 82,500 new jobs are anticipated, for a total of 1,079,000 jobs within the Metro UGB.

NEED FOR LARGE INDUSTRIAL SITES TO ACCOMMODATE HIGH-TECH MANUFACTURING GROWTH

Using the baseline employment forecast, the draft 2024 UGR identifies a surplus of 4,550 acres of industrial land in the region. However, as also explained in the draft UGR, most of the region's industrial land supply consists of smaller parcels with an average lot size of 3.8 acres and a median lot size of 1.7 acres. Although these smaller industrial spaces are in demand, they cannot serve the needs of the entire industrial market. The draft UGR describes a shortage of larger industrial sites for the expansion of existing businesses and recruitment of companies from outside the region; in particular, there is a lack of unconstrained parcels with relatively flat slopes and proximity to transportation facilities that could be aggregated into larger 50+ acre industrial sites.

The 2022 Oregon Semiconductor Taskforce Report identified a statewide need for four sites of 50 to 100 acres suitable for high tech manufacturers. As described in the draft UGR, the greater Portland region is the heart of the state's high-tech economy; however, the current regional inventory does not include enough industrial sites with characteristics that are suitable for addressing this need.

High tech manufacturing has become a major focus of incentive programs from the federal government designed to increase domestic production of critical technologies. Our region has significant competitive advantages in designing and manufacturing technologies to help adapt to and mitigate climate change and improve global connectivity. Staff analysis indicates that our region lacks enough available and unconstrained sites of sufficient size, slope, and proximity to

[1] These figures are for non-farm jobs because the task of growth management decisions is to estimate land need for urban uses.

[2] The draft 2024 UGR employment land demand analysis incorporates different UGB capture rates for different sectors. 75% is the historic UGB capture rate for the 1979-2022 period across all non-farm sectors.

existing transportation facilities and high-tech manufacturing clusters to allow for growth of these critical industries over the next 20 years. A lack of available sites would be a limiting factor in our region's ability to take advantage of historic incentives to support economic development.

Under Statewide Planning Goal 14, Metro is authorized to expand the UGB onto land that is suitable to meet a particular identified need based on specific site characteristics. Staff recommend that, based on the necessary site characteristics described above, the Metro Council address a need for two 50+ acre sites by expanding the UGB to include the mixed employment area in the north end of the Sherwood West concept plan. Staff further recommend that the Metro Council consider conditions of approval to protect these important large sites to help ensure that they will address the identified need.

ADDITIONAL LANDS TO SUPPORT COMMERCIAL JOB GROWTH

The draft 2024 UGR identified a baseline deficit of 320 buildable acres to support expected commercial job growth. Sherwood has included at least 135 acres for commercial employment in its concept plan. Staff recommend that the Metro Council address the commercial land need described in the UGR by expanding the UGB to include the Sherwood West urban reserve. The remaining deficit beyond that addressed by a potential expansion is within the margin of error for a long-range land need analysis. To the extent that there may be additional demand for commercial land, staff expect that demand would be addressed through additional redevelopment.

POTENTIAL UGB CONDITIONS OF APPROVAL

With the goal of expanding housing choices and reducing housing costs, protecting industrial sites, and continuously improving engagement for planning efforts, staff recommend that the Council consider conditions on the proposed UGB expansion. The bullets below provide suggestions for several topics that could be addressed by conditions of approval. Generally, these recommended conditions reinforce the work that the City of Sherwood has done in its Sherwood West Concept Plan. For example:

- In order to achieve a mix of housing types, the Metro Council could establish an expectation for a minimum number of homes. This could fall within the range proposed by the City of Sherwood's adopted Sherwood West Concept Plan (base density of 9.2 units per acre to a maximum density of 16.4 units per acre). The difference between these reflects the actualization of "missing middle" housing allowed by HB 2001 (2019). The city of Sherwood would determine housing mix details in their comprehensive planning process.
- The greater Portland region is in an affordable housing crisis. We need more housing options for people who make less than the region's median income (currently $116,900 for a family of four). Sherwood elected officials and staff have expressed an interest in

creating opportunities to live and work in their community. That will require us to work together to ensure housing affordability and not just leave it up to the market. The Metro Council could set out conditions to guide this work.

- Staff's recommendation to create and protect large industrial sites is intended to achieve widely shared goals to grow our region's high-tech manufacturing sectors. The Metro Council could consider specific goals or restrictions to make sure this happens.
- Creating inclusive communities means bringing a variety of perspectives into the planning process. Staff recommend a broad-based approach to community engagement that goes beyond collecting input from those who currently live near the expansion or those who have typically engaged in city planning – and include community members and Community Based Organizations representing historically marginalized groups. Staff also recommend inviting interested Tribes to engage in the city's planning processes.

ADDITIONAL RECOMMENDATIONS

Improve how we assess equity in growth management decisions

For many years, Metro has had the goal of addressing racial equity in its work, including urban growth management decisions. We've tried several approaches including:

- Using the Regional Equity Atlas to provide decision makers with contextual information.
- Requiring cities proposing expansions to describe how they are working to advance racial equity.
- When we've expanded the UGB, requiring and supporting cities in conducting broad-based community engagement for their comprehensive planning.
- Assessing equity outcomes in past UGB expansion areas.

In keeping with our tradition of always seeking to learn and do better, staff recommend that Metro Council direct staff to work with its advisory committees to identify possible amendments to Title 11 of the Urban Growth Management Functional Plan to require local governments to complete equity assessments when concept planning for new urban areas.

Consult with Tribes

Tribes are independent sovereigns with inherent powers of self-government and relationships with the U.S. government that derive from treaties, federal law and executive orders. These Federal-Tribal relations are political and do not derive from race or ethnicity. Treaties are listed among the elements that make up "the supreme law of the land" under Article VI of the U.S. Constitution.

The lands now known as the greater Portland metropolitan area are part of the aboriginal homelands, traditional use areas and trade networks of numerous Tribes. For millennia, Indian people resided throughout the Willamette Valley and along the Willamette and Columbia Rivers

and their tributaries in traditional villages, permanent communities and seasonal encampments. The relationship of Tribes, their lands and interests extend from time immemorial to the present day and beyond. Each Tribe's interests are distinct. These interests may overlap and intersect with the urban growth boundary in various ways.

Metro and other local governments need to do a better job of consulting with Tribes on growth management and land use issues that have the potential to impact tribal interests and priorities such as treaty rights, the protection of sensitive cultural resources, or enhancing the welfare of tribal members residing in urban areas off reservation. For that reason, staff recommend that Metro Council direct staff to work with interested Tribes, Metro's Tribal Affairs program and its advisory committees to identify possible amendments to Title 11 of the Urban Growth Management Functional Plan to require local governments to consult with Tribes when concept planning and comprehensive planning new urban areas. Staff also recommend that Metro identify opportunities to ensure and improve Metro's Urban Growth Report technical analyses are inclusive of relevant tribal priorities, expertise, and data sets.

Revise how we accounted for slopes on employment lands

Recent discussions at the UGR Roundtable and the Metro Policy Advisory Committee (MPAC) have raised questions about the assumptions staff make when inventorying buildable employment lands. We have heard questions about our assumed thresholds for steep slopes and whether some of those lands are viable for development.

Based on their professional expertise and review of other jurisdiction's work, Oregon Department of Land Conservation and Development staff have recently advised Metro to use a 10% slope threshold when inventorying buildable employment lands. Staff will revise the UGR analysis of employment land capacity to follow that advice. That revised analysis will be included in the final UGR presented for Metro Council adoption later this year.

Using this more conservative slope threshold does not change the analysis in the draft 2024 UGR that the baseline forecast indicates there is enough industrially-zoned land inside the UGB to match generally expected job growth, at least before assessing a more specific need for additional land with particular site characteristics. Most importantly, it doesn't change the fact that we collectively need to focus on the investments and actions necessary to make sure more of these employment lands are shovel-ready to capitalize on economic development opportunities. That includes necessary regional discussions about site aggregation, brownfield remediation, infrastructure financing, zoning changes, incentive programs and more.

Update the region's vision for its future

Our region had the foresight 30 years ago to adopt the region's Future Vision and 2040 Growth Concept. These long-range plans helped guide how greater Portland has responded to population growth in a way that reflects shared community values. The Growth Concept has

served us well and has positioned us to address the challenges of climate change and racial equity, but we know there's more work to be done to prepare for these and other future issues.

A lot has changed since the region adopted the Future Vision and the 2040 Growth Concept. Staff will bring a work program to Metro Council to renew the Future Vision and 2040 Growth Concept in Fall 2024. This work will help address many, though not all, topics and potential actions that came up while developing this urban growth management recommendation.

This work program should include an assessment of how these existing plans have performed for the region's residents: what has worked well or turned out as envisioned, and where there is still work to do or turned out differently from the vision. While we believe the fundamentals of the Vision and Growth Concept are still relevant, it is essential to demonstrate this through study.

Planning for 25 and 50 years in the future also requires understanding where today's trends may potentially take the region. The work program should include investigation of how climate change, demographics, technology, and other topics will change in the coming decades and how visioning can prepare the region to adapt to these shifts.

The updates of these long-range plans must also capture topic areas not currently addressed in the 1995 versions of these documents that are of greater importance and interest today. These include, but are not limited to: racial equity, climate resilience and adaptation, arts and culture, anti-displacement strategies, and Tribal relations. Updates must also address how Metro's purview has changed since 1995 to encompass major roles in the region's housing and parks and natural areas.

PUBLIC COMMENTS

Metro held a public comment period from the release of the draft UGR on July 9 through August 22. 349 survey responses were received during this period. We heard a variety of viewpoints about the draft Urban Growth report and the City of Sherwood's expansion proposal. Themes from comments about the expansion proposal include:

- Optimism about future growth potential, including the potential for a resurgence of high-tech manufacturing
- Interest in more housing and job opportunities in Sherwood, including housing choices for seniors, young families and other demographic groups
- Concern about the impacts of a potential UGB expansion on traffic, with the lack of transit options available in Sherwood
- Concern about impacts on farmland and agricultural activities
- Importance of housing affordability
- Concern about impacts on the environment and climate change
- Concern about impacts of new development on existing public infrastructure leading to tax increases for current residents
- Concern about potential impacts on schools

- Recommendation to use land within the UGB before expanding

We also received input about the methodology of the draft UGR. Themes include: suggestions for different approaches to the buildable land inventory, population projections, and density estimates.

These comments highlight the variety of issues that need to be balanced by the UGR. While this staff recommendation does not address every technical topic raised, it acknowledges that the UGR is a point-in-time document that seeks to balance interests and provide a reasonable range of estimates for the Metro Council to determine whether to expand the UGB and accept the City of Sherwood's proposal.

TIMELINE (SUBJECT TO CHANGE)

August 26, 2024:	Release COO recommendation
August 28, 2024:	MTAC discussion of COO recommendation and public comment themes
September 5, 2024:	Council work session on COO recommendations and public comment themes; (*full public comment summary provided at Council meeting*)
September 11, 2024:	MPAC discussion of COO recommendation and recommendations to Council; request any final MTAC advice
September 18, 2024:	MTAC advice to MPAC, if requested
September 19, 2024:	CORE recommendation to Council
September 25, 2024:	MPAC recommendation to Council
September 26, 2024:	Council holds public hearing on COO recommendations
October 8, 2024:	Council provides direction to staff at work session
November 21, 2024:	Council first reading of ordinance; public hearing
December 5, 2024:	Council second reading of ordinance; decision

ATTACHMENT 1: HOUSING CAPACITY, NEED, AND DEFICIT ASSUMPTION DETAILS

The tables below include specific numbers, but long-term estimates cannot be expressed this precisely. For that reason, the final totals are rounded to the nearest hundred.

Table 1: Recommended housing capacity assumptions (Metro UGB, 2024-2044)

	UGB Capacity Assumptions (number of homes)			
	single-detached	middle housing	multifamily	Total
Vacant land (larger mix of single-unit detached)	34,944	13,228	42,970	91,142
Redevelopment (Baseline)	12,292	11,727	24,382	48,400
Concept plan areas and planned development on vacant land	9,096	6,662	4,138	19,896
Other planned redevelopment	135	172	9,830	10,137
Office-to-residential conversion (baseline)	-	-	1,000	1,000
ADUs and middle housing conversion/infill (low)	-	4,955	-	4,955
Total UGB capacity (rounded)	**56,500**	**36,700**	**82,300**	**175,500**
Capacity housing mix	32%	21%	47%	100%

Table 2: Recommended Metro region current and future housing need assumptions (2024-2044)

7-county MSA baseline household growth (2024-2044)	203,530
Future household growth in Metro UGB (70% to 72% Metro UGB capture)	142,500 to 146,500
Add 5% vacancy rate (to convert future households to homes)	7,100 to 7,400
Subtotal of UGB future housing needs (number of homes)	149,600 to 153,900
Add current housing needs (underproduction, houselessness, 2nd and vacation rentals)	26,953
Total current and future UGB housing need (2024-2044, rounded)	176,500 to 180,800

Table 3: Metro UGB current and future housing need and deficit assuming 70% UGB capture

	UGB Housing Need at 70% UGB Capture			
	single-detached	middle housing	multifamily	Total
Future need: baseline forecast (see Table 1)	56,846	32,911	59,838	149,594
Units lost to 2nd and vacation homes	1,072	1,769	443	3,285
Historic underproduction	726	2,089	12,160	14,975
Households experiencing houselessness	-	40	8,653	8,693
Total Housing Need (rounded)	**58,600**	**36,800**	**81,100**	**176,500**
Needed housing mix	33%	21%	46%	100%
Total UGB capacity (rounded)	56,500	36,700	82,300	175,500
Deficits (rounded)	**(2,200)**	**(100)**	**1,200**	**(1,000)**

Table 4: Metro UGB current and future housing need and deficit assuming 72% UGB capture

	UGB Housing Need at 72% UGB Capture			
	single-detached	middle housing	multifamily	Total
Future need: baseline forecast (see Table 1)	58,470	33,851	61,547	153,868
Units lost to 2nd and vacation homes	1,072	1,769	443	3,285
Historic underproduction	726	2,089	12,160	14,975
Households experiencing houselessness	-	40	8,653	8,693
Total Housing Need (rounded)	**60,300**	**37,700**	**82,800**	**180,800**
Needed housing mix	33%	21%	46%	100%
Total UGB capacity (rounded)	56,500	36,700	82,300	175,500
Deficits (rounded)	**(3,800)**	**(1,000)**	**(500)**	**(5,300)**

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2024 growth management decision

Public comment report

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A summary of comments received during the comment period for the 2024 Urban Growth Report and Sherwood West Expansion Proposal from July 9 to Aug. 22, 2024.

September 2024



PURPOSE AND BACKGROUND 1
PUBLIC COMMENTS AT A GLANCE 2
PUBLIC COMMENT PERIOD OVERVIEW 3
ONLINE SURVEY RESULTS 4
COMMENTS VIA EMAIL, LETTERS AND PHONE 12
WHO PARTICIPATED 12
NEXT STEPS 13

APPENDIX A: PUBLIC COMMENT ONLINE SURVEY RESULTS A1
APPENDIX B: PUBLIC COMMENT EMAILS AND LETTERS B1

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PURPOSE AND BACKGROUND

As new people move to the greater Portland region and businesses create more jobs, our region's urban growth boundary (UGB) serves to focus development within the boundary. The focused development helps stretch limited public dollars that build and maintain the streets, water and sewer pipes, schools and parks that every community needs. Focusing development within the UGB also helps protect high-quality farmland, forests and natural habitats.

Every six years, the state directs Metro to assess whether there is enough land inside the urban growth boundary for the next 20 years of job and housing growth. These periodic decisions also provide an opportunity to support the 2040 Growth Concept, greater Portland's vision for growth. The Growth Concept envisions the region's growth in town centers and urban corridors and guides UGB expansions into urban reserves–areas best suited for future development–after careful consideration of whether those expansions are needed.

To make an urban growth management decision, Metro assesses trends for a variety of factors, from changes in population growth, household size and consumer desires to the future of workplaces and transportation. Metro publishes these assessments in the urban growth report.

If there is a regional need for land to accommodate the next 20 years of jobs and housing growth, Metro Council can consider expanding the greater Portland region's UGB. However, the region has learned that adding more land alone is not enough. Expansion areas only produce jobs or housing when a city can provide infrastructure like pipes, roads, sidewalks, parks, and schools.

If a city decides that it is ready to expand the UGB into urban reserves, the city must be ready to support development. A city demonstrates its readiness with a concept plan. A concept plan lays out the vision for the area, intended land uses, transportation network, environmental protections, additional necessary infrastructure and funding sources. Cities that are interested in expansion must submit an expansion proposal with a concept plan to Metro for consideration, along with governmental agreements, letters of support and findings.

For the 2024 urban growth management decision cycle, Metro received one proposal from the City of Sherwood to expand the UGB to include the 1,300-acre Sherwood West urban reserve area. If Metro Council determines more land is needed in the UGB to support the next 20 years of growth, they will also determine how Sherwood's proposed expansion will accommodate the needs described in the urban growth report.

From July 9 to August 22, 2024, Metro asked residents of the greater Portland region for their thoughts on the 2024 draft Urban Growth Report and the City of Sherwood's expansion proposal. Metro Council will consider public comments as they make an urban growth decision.

PUBLIC COMMENTS AT A GLANCE

From July 9 to August 22, 2024, Metro held a public comment period, inviting feedback on the draft 2024 Urban Growth Report and an urban growth boundary expansion proposal from the City of Sherwood. During the public comment period, Metro invited comments and feedback from members of the public, community and business organizations, regional advisory committees, agency partners and policymakers.

This public comment period builds on public involvement throughout the urban growth management process. Learn about the ideas and feedback provided by 15 youth who met regularly through the urban growth management process.

Metro received **72** email comments and 365 responses to an online survey.

Public comments included a variety of viewpoints about the draft Urban Growth report and the City of Sherwood's expansion proposal. Themes from comments provided in emails and the online survey about the expansion proposal include:

- Optimism about future growth potential, including the potential for a resurgence of high-tech manufacturing
- Interest in more housing and job opportunities in Sherwood, including housing choices for seniors, young families and other demographic groups
- Sentiment that the expansion is not needed at all or is not needed at the proposed site
- An interest in more infill development before the urban growth boundary is expanded
- Concern about the need for more housing, a diversity of housing and housing that is affordable
- Concern about the impacts of a potential UGB expansion on traffic; some comments pointed to limited transit options available in Sherwood
- Concern about the impacts of a potential UGB expansion on farmland and agricultural activities in the area
- Concern about potential impacts of a potential UGB expansion on the environment and climate change
- Concern that new development would have an impact on existing public infrastructure leading to tax increases for current residents

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PUBLIC COMMENT PERIOD OVERVIEW

During the public comment period, there were a variety of resources available for review and several platforms available for submitting feedback and comments:

- **Public review draft materials**: The project webpage included the draft 2024 Urban Growth Report and City of Sherwood's expansion proposal for Sherwood West. The report and the expansion proposal were also summarized in an executive summary and factsheet that were available in English and Spanish. With a variety of informational resources, the public comment period allowed people to engage at the level of detail that worked best for them.

- **Comment platforms**: There were several ways for people to provide comments including an online survey, email, letter and voicemail.

- **Online survey**: An online survey was available and publicized in English and Spanish. The survey asked participants to prioritize primary factors for expanding the urban growth boundary, asked for feedback on the expansion proposal, and also provided space for participants to describe what they want preserved and what they want to see change as the region grows.

- **Notifications and notices**: Public notices of the comment period were provided to local neighborhood involvement and community outreach offices at jurisdictions across the region. Notifications were sent to community-based organizations, Metro regional advisory committees and their respective interested parties. Metro also posted the public comment period on social media and Metro News. Flyers with QR codes were posted in Sherwood and City of Sherwood and Metro staff promoted the public comment period at Sherwood's Robin Hood Festival.

- **Public hearings**: Metro Council will receive testimony about the urban growth management decision in-person, online or in writing at a public hearing on Sept. 26 and at the first reading of the ordinance on Nov. 21, 2024.

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ONLINE SURVEY RESULTS

The online survey provided overviews of the urban growth decision process, the Urban Growth Report and the Sherwood West proposal. The survey also linked to the summarized materials in English and Spanish on the project webpage as well as the unabridged Urban Growth Report and expansion proposal. The survey asked participants six questions about growth and nine optional demographic questions. A total of 365 respondents participated in the online comment survey. A summary of the survey follows, and the results are included in Appendix A.

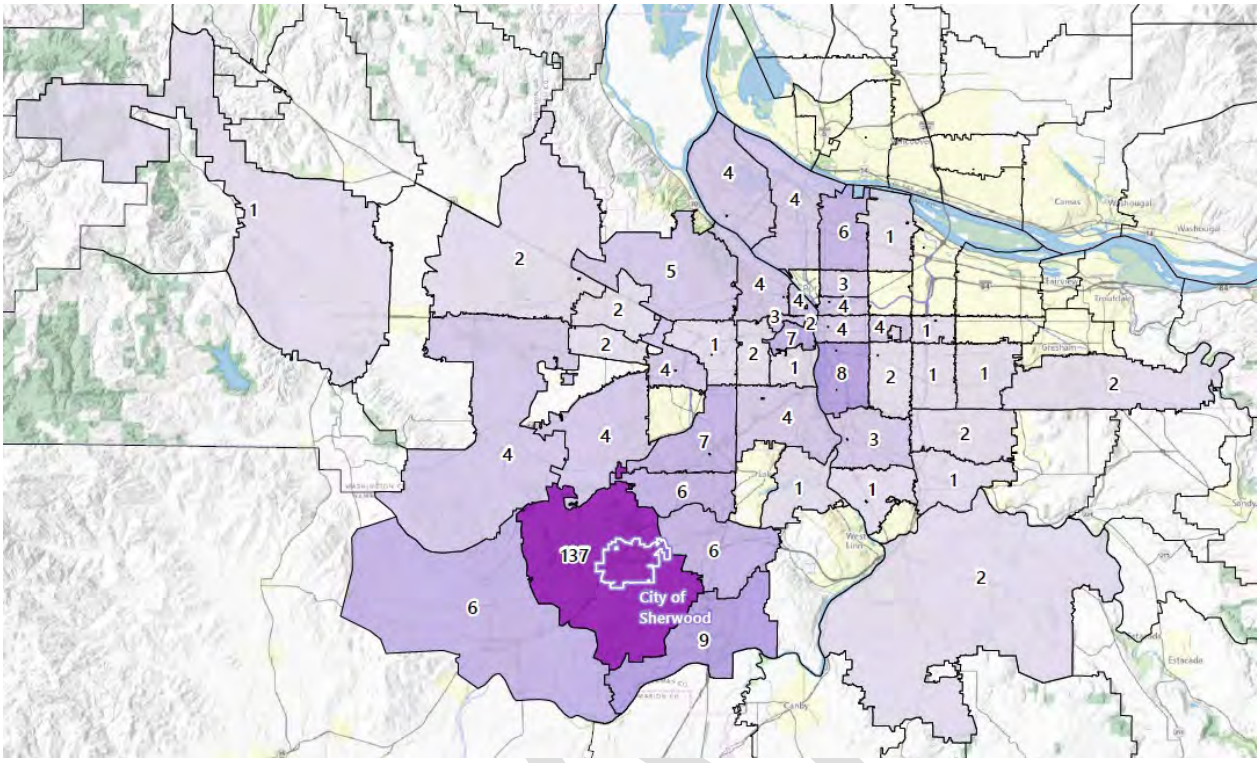
The survey included the following questions:

- After reviewing the Draft Urban Growth Report, is there something you think was not adequately considered in the report that you would like decision-makers to know about? (total responses=247)
- Which factors do you think are most important as a city prepares for expansion? Please rank in order of importance. (total responses=312)
- Please provide your comments on the Sherwood West proposal. (total responses=182)
- Is there anything else that you would like the Metro Council to consider as they make a decision about whether to expand the Urban Growth Boundary as described in the Sherwood proposal? (total responses=218)
- What do you most want to see preserved as greater Portland continues to grow? (total responses=340)
- What changes would you like to see as greater Portland continues to grow? (total responses=340)

Survey respondents were asked to provide their zip code. This question was optional, and 284 survey participants responded. More than 143 respondents submitted a Sherwood zip code.

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Figure 1: Survey respondents zip codes



Survey comments on the Draft 2024 Urban Growth Report and the Sherwood West concept plan

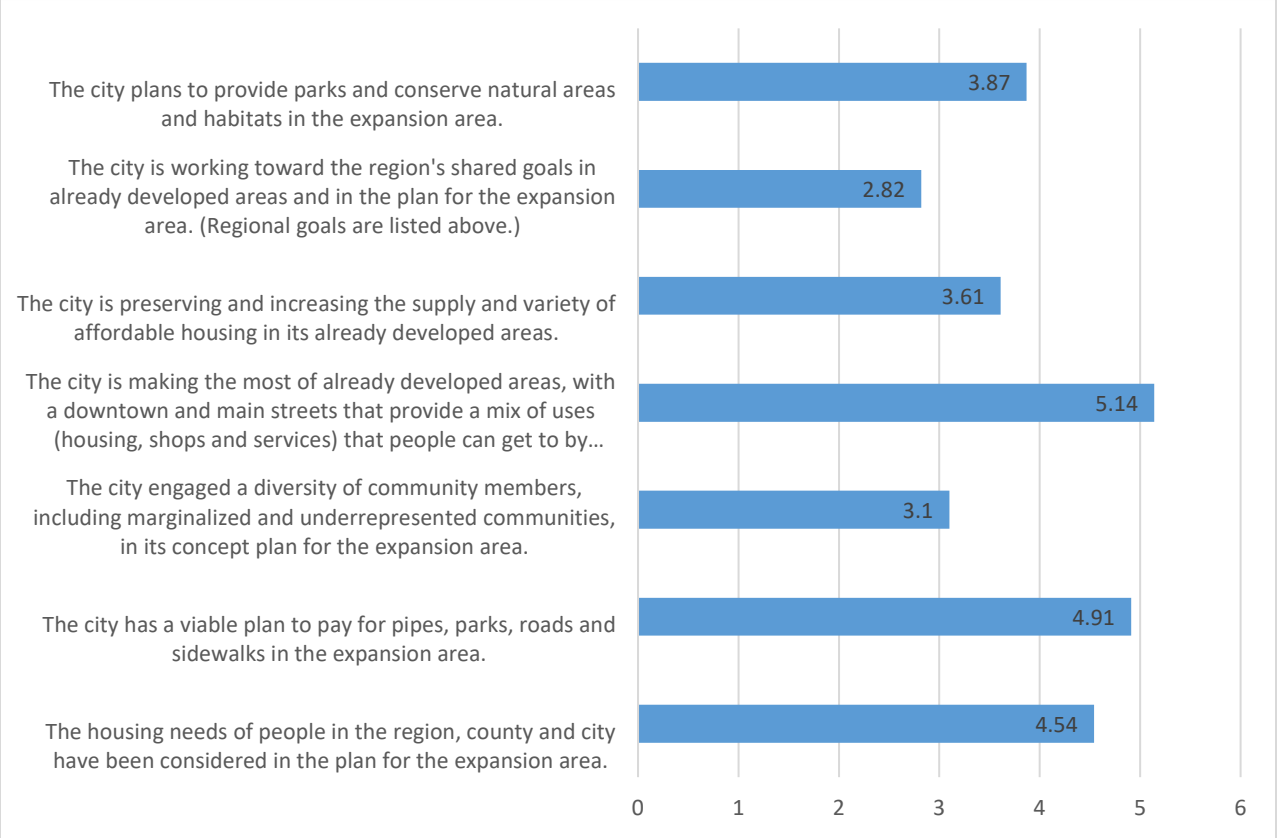
Survey participants were invited to review the City of Sherwood's expansion proposal and Sherwood West Concept Plan and/or the fact sheet summarizing the proposal. Key elements of the proposal were also summarized in the survey.

The survey included a summary of the factors Metro considers when reviewing an expansion proposal from a city and asked survey participants: **Which factors do you think are most important as a city prepares for expansion? Please rank in order of importance. (Total responses= 312)**

Survey respondents ranked the top three factors as most important. These factors are also reflected in the comment themes. The top three factors are:

- The city is making the most of already developed areas, with a downtown and main streets that provide a mix of uses (housing, shops and services) that people can get to by walking and rolling.
- The city has a viable plan to pay for pipes, parks, roads and sidewalks in the expansion area.
- The housing needs of people in the region, county and city have been considered in the plan for the expansion area.

Figure 2: Responses to: "Which factors do you think are most important as a city prepares for expansion? Please rank in order of importance?" (Total responses= 312)



The survey included three open-ended questions that elicited comments about the City of Sherwood's proposed expansion. There were very few comments on the Draft 2024 Urban Growth Report. The responses to the following three questions are summarized below by theme. For the complete set of comments see Appendices A-1, A-2 and A-3.

Q: After reviewing the report, is there something you think was not adequately considered in the report that you would like decision-makers to know about? (Total responses=247)

Q: Please provide your comments on the Sherwood West proposal in the box below. (Total responses: 182)

Q: Is there anything else that you would like the Metro Council to consider as they make a decision about whether to expand the Urban Growth Boundary as described in the Sherwood proposal? (Total responses=218)

Most respondents opposed the expansion or questioned the need for an expansion. The most frequently cited reasons for opposition were the loss of farmland, natural resources and traffic impacts, and concerns about the tax burden on existing residents caused by the cost of new

infrastructure. Commentors expressed a desire for Sherwood and the region to make use of land already in the UGB and questioned the need for the expansion or the entirety of the proposed expansion given the expected rate of population growth. Supportive comments emphasized the need for housing and some highlighted the demand for single family housing while others expressed support for the mixed-use development proposed in the concept plan. The following are a list of the prominent issues across the survey responses with sample comments that address each issue:

- **Make use of land in the UGB**
- **There is not a need to expand**
- **An expansion will exasperate traffic congestion and safety issues.**
- **Transit is needed**
- **Building and maintaining infrastructure for new development is too costly**
- **Preserve farmland**
- **Preserve and protect natural and historic/cultural resources**
- **Climate change impacts need to be considered.**
- **More land is needed for housing and to support the single-family housing people want.**
- **Support for the expansion proposal**
- **Engage the Sherwood community**

Make use of land in the UGB

- "We have an abundance of property that is currently in the boundary. Use that effectively and build up and not out. "
- "Sherwood Oregon has a near city wide ban on apartments. They should not be granted a UGB expansion before they show true need. Build some apartments Sherwood first!"
- "We need to cheerlead all residential development and continue to chop down fees and rules until we get a deluge of infill development. it will make our place more financially productive, affordable and livable."
- "To accomplish regional goals, and even to create a healthy Sherwood, we must develop existing land within the UGB so we can create financially and environmentally sustainable population growth."
- "Lastly, the City has not maximized the current boundaries for affordable housing and jobs."
- "Work on densifying existing neighborhoods instead of focusing on sprawl."
- "The transportation connections are poor, and our region has no shortage of buildable land already in the UGB. We need infill, not more fire-prone sprawl into farms and forests."
- "I encourage Council to be extremely cautious about expanding the UGB. We should focus on further developing our existing area within the UGB rather than expanding Sherwood at this time."

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- "There is a plethora of empty warehouses and houses that can be renovated. Do this before taking any more farmland to build more buildings."
- "The city has plenty of room for development inside city limits. In addition king city has already expanded and is working on developing a large residential area just down the road."
- Rather than building more outside of the UGB, let's focus on creating better spaces on the land that's already allocated. Densify current areas, we don't need to increase sprawl more.

There is not a need to expand

- "I am all for growth in a measured & logical manner when the need arises. There is no evidence that supports an inclusion of this magnitude."
- "Being a property owner in the proposed expansion area who farms the land this expansion pushes us closer to losing our lively hood. Developers are continually contacting us and wanting to purchase our property. We are not interested. This is a very large expansion request. Is all or any of this land really needed now?"
- "For the Sherwood West expansion plan that was submitted in 2016 doesn't reflect the more recent population decline. The concept plan should be scaled back to reflect more current data and the UGB expansion should be 50% the original submission."
- "Sherwood, Wilsonville, and Tualatin are currently in the process of wasting one of the largest industrial sites already within the UGB by each separately seeking development, often on small, 10 acre parcels. At a time when some think the region needs more large industrial parcels, these jurisdictions are wasting a huge area, already within the UGB, that should be developed as a single unit."
- "I suggest that the Metro Council take into consideration the dearth of expansion options being presented as further evidence that the demand for growth actually isn't there."
- "Even the small baseline growth assumption seems optimistic. Developing suburban land will not create "affordable housing" in locations where it is needed."

An expansion will exasperate traffic congestion and safety issues.

- "How will expansion and development of high density housing and business along this route between Roy Roger's, Lebeau, Elwert, and Edy roads not contribute to further traffic issues and noise?"
- "A UGB expansion in a part of the metro area poorly served by transit and likely to be entirely car dependent does not align with any of our regions goals. As such, it's unclear why it's being considered."
- "Most new families that would live in the homes planned would work elsewhere. Traffic congestion will increase."

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- “Traffic on and off of Hwy 99 has major delays during rush hours. These conditions have persisted for years and will only worsen if all of Sherwood Wes tis brought in at this time. The City and County need to improve the capacity of Elwert Road,and it's Hwy 99 connection before adding so many homes.”

Transit is needed

- “However, people will want to get out of their neighborhood to access amenities, and there are not very many options for how they will do that. This makes living in the area less accessible for people with disabilities who cannot drive (like my own father) or younger people who cannot afford a car.”
- “Keep public transportation strong so I can go places. I work part-time and still drive car but not for long so please don't disregard the needs of older people like me.”
- “This project would make more sense if it was built in conjunction with a WES regional rail spur but it lacks a Right of Way reservation to build such a line.”
- “Sherwood has the right ideas in mind with mixed developments and alternative transportation but they need to take them further, transit being extended into Sherwood west should also be explored...”
- “Light rail expansion on the 99 corridor”
- “I’m nervous about continuing to focus on roads instead of public transit, and if we want housing to be affordable and Sherwood to be accessible to folks, it needs to move away from single family homes."

Building and maintaining infrastructure for new development is too costly

- “The sewer, water and gas lines have to be upsized downstream/upstream from the development and the current tax payer gets to pay for that.”
- “We aren't as dense and suburban neighborhoods don't pay for themselves in taxes once they start to require maintenance. If we built denser on our existing roads, we might actually have the tax base to support them.”
- “Based on the Sherwood West expansion proposal, I do not think that the City of Sherwood adequately demonstrates that infrastructure development is feasible.”
- “Also you are going to burden the current property owners with additional taxes for improving infrastructure, roads, schools, and fire stations that these 5,580 homes will require.”
- “The proposed infrastructure funding plan is vague at best. Relying on SDCs and ‘outside’ funding is insufficient. No expansion should be considered until there is a concrete committed plan for the infrastructure funding.”

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Preserve farmland

- "Consider where food will come from in 20 years if there are no farmlands to sustain the animals and crops."
- "The Report does not address the consequences of replacing fertile, productive land with houses and industry."

Preserve and protect natural and historic/cultural resources

- "Protecting historic and cultural resources."
- "Previously designated Title 13properties are now being planned to be light industrial with no thought for where the wildlife they are wiping out will go to."

Climate change impacts need to be considered.

- "The report did not consider the potential impacts of climate change, in terms of population increases in the Northwest due to cooler weather and water availability relative to other parts of the country, and also impacts of climate change on the wildland urban interface and how this could impact fire risk for the edges of the Portland area."
- "Is there consideration of preservation of trees and plants for carbon sequestration and other environmental benefits?"
- "We are in a climate crisis, and these trees help us by providing shade, sequestering carbon, preventing erosion, and providing wildlife habitat."

More land is needed for housing and to support the single-family housing people want.

- "...restrict supply and the inherent demand will cause price increases. If affordability is a key driver then ensuring adequate supply of land is fundamental to affordable housing."
- "Urban densities are reaching unsustainable levels. We have vast room to expand UGB's and we shod do so. Make a plan to double the amount of land available for residential development over the next 20 years."
- "We need more land made available for single family housing and just not for apartments."
- "I think Sherwood's specific analysis at the local level should be part of the Metro Council decision making. There's a strong argument to be made about where people want to live and work that doesn't always translate to regional land availability."
- We need to build more housing desperately and are not at risk of "overbuilding" - at worst this would reverse some of the run-up in prices due to past severe undersupply. I am in favor of allowing more housing to be built as much as possible.

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- "Expand the boundary the maximum amount possible! The region needs more single family homes-thousands more homes!"

Support for the expansion proposal

- "Creating more jobs than housing units would be a mistake. That said, I support the proposal."
- "Looking forward to more commercial zoning for jobs and businesses."
- "I'm in favor of development around the high school. Housing and mixed use should go into the surrounding acreage."
- "This expansion appears to be well thought out, and should be welcomed in the region. It is sad that the Sherwood West proposal is the only one."
- "I like the plan. I know there is an opposition group but there are those of us that support the plan too."
- "Don't let existing Sherwood residents vote down UGB expansions that are needed to help the region accommodate growth and affordability."
- "This expansion should have already happened before the School was built in 2015 - Newberg, Or has updated their area and we are left behind and deal with their traffic to Hillsboro"

Engage the Sherwood community

- "The Sherwood community needs to weigh in on the proposed north industrial zone."
- "Please consider the desires of the people who call Sherwood home."

Survey comments on about what is most important as the region grows and changes

Two survey questions asked for people to share their ideas about growth in greater Portland—what they want to see preserved and what they would like to see changed as the region grows. Responses to these questions are in Appendix A-4 and A-5. These comments will be considered in upcoming Metro planning processes, including the update to the region's vision and growth concept.

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COMMENTS VIA EMAIL, LETTERS AND PHONE

In addition to the online survey, residents, businesses and policymakers were invited to comment on the four city expansion proposals by letter, email and phone. Metro received 72 emails and no letters or comments on voicemail. A majority of the emails were submitted by Sherwood residents, landowners, agencies, elected officials and organizations with interest in the expansion. See Appendix B for the comment emails.

Supportive comment emails highlighted a variety of reasons for their support, including:

- More housing and more employment opportunities
- Addressing a lack of land supply
- Property owners who want their property brought into the UGB
- Sherwood' unique location providing an economic advantage

Comment emails in opposition highlighted a variety of reasons for their support, including:

- Loss of farms land
- Traffic congestion
- Tax burden of new infrastructure on existing residents
- There is enough land in the UGB
- Concern about concept plan not providing affordable housing options

Other issues raised include:

- Concerns about slope in expansion areas
- Input about the methodology of the draft UGR, including suggestions for different approaches to the buildable land inventory, population projections, and density estimates.
- Several comment emails encouraged Metro to use the high growth rate for population and employment.

WHO PARTICIPATED

Survey participants were asked to provide optional demographic information to help Metro know if participants were a representative group reflecting our diverse communities and a broad range of experiences in our region. Demographic groups that are underrepresented among survey respondents compared to the metropolitan Portland

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area demographics by 4 percent or more are highlighted in red. Greater Portland area demographics are sourced from the 2020 Census. *Demographic analysis to come.*

For complete demographic responses see Appendix A-6.

NEXT STEPS

The merits of Sherwood West's proposal will be the focus of policy discussions in the fall of 2024. Generally, decision-makers will consider whether:

- The housing needs of people in the region, county and city have been considered.
- Development of the proposed expansion area is feasible and supported by a viable plan to pay for needed pipes, parks, roads and sidewalks.
- The city has reduced barriers to mixed-use, walkable development in its downtowns and main streets.
- The city has implemented best practices for preserving and increasing the supply and diversity of affordable housing in its existing urban areas.
- The city has taken actions to advance Metro's six desired outcomes, with a particular emphasis on meaningful engagement of communities of color in community planning processes.

A final decision by the Metro Council on urban growth boundary expansion is expected in December 2024.

July 9, 2024:	Release draft UGR and appendices
August 22, 2024:	Public comment survey on draft UGR closes
September 5, 2024:	Council work session on COO/Staff recommendations
September 26, 2024:	Council holds public hearing on COO/Staff recommendations
October 1, 2024:	Council provides direction to staff at work session
October 14, 2024:	Measure 56 notices to property owners in proposed expansion areas
October 24, 2024:	35-day notice of proposed amendment to DLCD
November 4, 2024:	Postcards/report on potential impacts of UGB expansion on existing neighborhoods
November 21, 2024:	Council first reading of ordinance; public hearing
December 5, 2024:	Council second reading of ordinance; decision

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Sept. 3, 2024

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APPENDIX A

Public comment online survey results

Q3 Read the Draft 2024 Urban Growth Report. Metro uses a wide variety of factors to assess whether there is enough land inside the greater Portland region's urban growth boundary for the next 20 years of job and housing growth. After reviewing the report, is there something you think was not adequately considered in the report that you would like decision-makers to know about?

Answered: 247 Skipped: 118

#	RESPONSES	DATE
1	The facts and informed opinions of the residents that are impacted by the growth plans.	8/23/2024 10:06 AM
2	Open up more buildable ground for affordable houses	8/22/2024 9:51 PM
3	Projections of growth are not lining up with actual. We are growing a lot slower, so back off.	8/22/2024 9:44 PM
4	How can you preserve farmland that borders the current UGB and not create urban sprawl w/no consideration to existing small business engaged in farming and farm related products	8/22/2024 9:38 PM
5	There is a large amount of unused land already in the UGB. This proposal is unnecessary and a wet kiss for developers.	8/22/2024 7:24 PM
6	Yes, that affordable housing is not created by shoddy buildings and neighborhoods made up of these shoddily built homes. The report does not address the current land built up by Metropolitan Land Group and how horrible these areas look. What once was beautiful farmland is now covered by what looks like Monopoly house pieces...all the same, no character, nothing denoting a neighborhood for families. Yet it's the goal to have this same company develop these new enveloped lands if the Urban Growth Boundary is expanded. Not a good solution for Oregon that is supposed to be green and an oasis of natural beauty.	8/22/2024 6:57 PM
7	There should be more plans for rezoning and growing up	8/22/2024 6:46 PM
8	All of it is inadequate! We have an abundance of property that is currently in the boundary. Use that effectively and build up and not out. You have not considered the impact to the people who live in the area regarding traffic with the addition of all the houses and business. This is the country/farmland and should be preserved as such!	8/22/2024 6:29 PM
9	There are a plethora of abandoned buildings and houses which can be renovated and utilized for future growth vs. continuing to take farmland, trees, and fields. Consider where food will come from in 20 years if there are no farmlands to sustain the animals and crops.	8/22/2024 6:28 PM
10	The 2024 UGR has implications for local government planning processes as Metro's subsequent distributed forecasts inform local Housing Capacity Analyses, Economic Opportunities Analyses, and Regional Transportation Plan modeling. The City of Hillsboro recommends Metro rely on a high population growth forecast to allow our region to be nimbler in addressing current and future housing and employment needs. The 2024 Draft UGR demand scenario 4 involves faster household growth in 2044 coming from increased in-migration of younger households, consistent with historic migration dynamics, who typically seeking multifamily and middle housing. Though younger households who migrate to the region by 2030, 2035, and 2040 may initially prefer multifamily or middle housing, many will continue to demand single-unit detached for their growing household size and other reasons. The City of Hillsboro recommends Metro add a new UGR demand scenario 5 that involves faster household growth coming from increased in-migration of younger households, consistent with historic migration dynamics, but with a larger percentage of single-unit detached to meet the demand during the next 20 years. Though the Draft UGR shows the region as having sufficient total industrial capacity, much of the industrial land supply consists of smaller parcels with an average lot size of 3.8 acres and a median lot size of 1.7 acres. The Draft UGR mentions there are only eight sites over 50 buildable acres inside the UGB that are available to the general industrial market. The final 2024 UGR should highlight the lack of sufficient large-lot industrial	8/22/2024 6:06 PM

	sites 25 plus acres in size available to the general industrial market. The final 2024 UGR should also highlight that less than 6% of the taxlots available to the general industrial market are medium-sized sites between 10 and 25 acres.	
11	No	8/22/2024 4:38 PM
12	The Executive Summary notes that “the cost of serving raw lands with needed infrastructure is a significant barrier to housing development.” Additional information should be added to the Summary and to the full report regarding the high cost of infrastructure maintenance.	8/22/2024 11:39 AM
13	That current retired property owners are getting taxed out of their homes the currently live in due to the infrastructure improvements needed when large developments go in. I understand that the developer installes the infrastructure within the development but not outside it, the sewer, water and gas lines have to be upsized downsteam/upstream from the development and the current tax payer gets to pay for that. The current tax payer also gets to pay for the additional schools and fire stations needed for these additional homes.	8/22/2024 10:11 AM
14	Per 1000 Friends of Oregon, there is currently land within the UGB that is not being developed due to lack of infrastructure. There isn't any infrastructure on the land the City of Sherwood wants to bring into the UGB either. Developers pay for roads, etc. directly in front of the housing they are building; however, they don't contribute anything to improve all of the arterial roads, Hwy 99W, etc. that become overburdened due to the thousands of people their developments add.	8/22/2024 2:52 AM
15	Protecting historic and cultural resources	8/21/2024 11:09 PM
16	The characterization of the mixed use as having unique characteristics for industrial use is way off base. To believe this seems to focus on the fact that the area is flat and undeveloped. It ignores a range of characteristics which make it unsuitable. 1. The land is sandwiched between neighborhoods to the south and west. A federal bird sanctuary lies to the immediate east. Farmland borders the area on the north. In fact the only reason it is undeveloped is it too is farmland. Finally BPA transmission lines go right through the center. If the thought that it will provide acreage for chip manufacturing, the City of Sherwood and Metro are just plain wrong. Do a little bit of research and you will find chip manufactures avoid electrical transmission lines due to the electromagnetic impact on chip fabrication. It is an ill considered scheme. It is not technically feasible for semi conductor manufacturing. In addition an industrial use would not conform with any of the current land use to the north, south, east or west.	8/21/2024 10:52 PM
17	Yes, in two areas. In "Planning amid uncertainty" in the executive summary, Metro does not include issues with the cost involved with the infrastructure and services of an expanded UGB. Cities in the metro area, and Oregon as a whole, are facing severe budget crises that all stem from over-expansion. We have built a large service area we need to provide infrastructure (roads, water, sewage) and services (police, fire, health) for, and cannot afford to. We have only gotten this far by deferring maintenance that is catching up to us. The Executive Summary also does not mention climate change once. We must pursue planning options that reduce GHG emissions. Lower-density housing leads to increased GHG emissions.	8/21/2024 10:47 PM
18	Pipe chicken Creek and add water quality facilities	8/21/2024 9:32 PM
19	there is plenty of land inside the current UGB, however much of it has locked up by garbage zoning and other rules that limits residential development's financial viability. we need to cheerlead all residential development and continue to chop down fees and rules until we get a deluge of infill development. it will make our place more financially productive, affordable and livable	8/21/2024 8:16 PM
20	I do not think the report factors in the restrictions on the land, such as existing power lines and the nature of natural wet lands. Power lines emit electromagnetic waves that greatly impact the manufacturing of microchips. Additionally, there are existing restrictions regarding industrial building on protected wetlands and their associated upland habitats.	8/21/2024 6:06 PM
21	The utlimate cost of the loss of farmland and natural areas. The proposal fails to understand the new realities and assumes more development is without this cost.	8/21/2024 5:50 PM
22	It ignores the opportunity for infill and densification of existing neighborhoods already within the UGB.	8/21/2024 4:55 PM
23	That growth has leveled off and the changing demographics of the area.	8/21/2024 4:22 PM
24	Yes, where is the money coming from for the infrastructure needed to support this proposed	8/21/2024 3:40 PM

	expansion? are builders and developers paying or are the taxpayers on the hook? In addition the discrepancy between the Growth report and the city of Sherwood projections justifying the expansion is hard to reconcile.	
25	Specifically in the Sherwood West expansion, the concept plan did not represent the will of the majority of Sherwood residents. 80% of residents did not want to see the level of expansion and were gravely concerned about how it would effect the livability and sense of community that already exists. There is no reason to add the entire amount into the UGB at this time, smaller more thoughtful expansion was never considered and the cost to add services to more of the rural portions of the reserve will be a huge burden to citizens, despite the city claiming it will not.	8/21/2024 2:58 PM
26	What's the plan to pay for the upkeep of all these new roads and sprawling infrastructure? Portland's budget is much larger than Boston's despite a smaller population in large part because we aren't as dense and suburban neighborhoods don't pay for themselves in taxes once they start to require maintenance. If we built denser on our existing roads, we might actually have the tax base to support them.	8/21/2024 2:35 PM
27	Is there consideration of preservation of trees and plants for carbon sequestration and other environmental benefits?	8/21/2024 10:54 AM
28	Land developers don't care.	8/21/2024 8:33 AM
29	Save farm land	8/21/2024 7:10 AM
30	No	8/20/2024 11:35 PM
31	Congestion is already a problem along Roy Roger's Road as it runs into Sherwood and connects to Highway 99. How will expansion and development of high density housing and business along this route between Roy Roger's, Lebeau, Elwert, and Edy roads not contribute to further traffic issues and noise? The growth projections Sherwood has provided to support this expansion are not consistent with the growth trends and true projections. As an example, the new high school was built to accommodate continued growth based on inflated projections. We now will see declining enrollment starting in just a few years. The school is struggling with budgets for the first time in years as the community is saddled with paying down the debt incurred to build a school that is proving to be too large. The housing need for the Portland Metro area is entry level to lower income affordable housing. Sherwood has become a more affluent community and is not conducive to development that will attempt to be affordable. Finally, there is no historical precedent for such a large expansion for this area. All of the above points would support reevaluation of the request to right size it for the true need for the community and support measured growth as opposed to an explosive expansion that could contribute to already tough traffic issues that impact Sherwood and the surrounding communities of Washington County.	8/20/2024 7:43 PM
32	Is property owners in Sherwood we favor the mixed use plan for Sherwood West on Kruger Road above Sherwood High School.	8/20/2024 6:24 PM
33	The amount of land proposed to be added into the urban growth boundary is staggering. Turning farmland into light industrial is sad. Sherwood still has large amounts of land available in the current boundaries. Elwert road is unsafe at its current speed limit and traffic congestion is already an issue with frequent accidents.	8/20/2024 6:21 PM
34	No	8/20/2024 6:19 PM
35	Sherwood protected land should not have zoning changes to allow for industrial growth	8/20/2024 5:00 PM
36	Traffic safety	8/20/2024 4:53 PM
37	Providing larger single family lot sizes in expansion.	8/20/2024 4:49 PM
38	The rate of growth in Sherwood area is not as substantial as the large proposal for 1291 acres, has anyone thoughtfully analyzed how long it would take to fill all the proposed housing.	8/20/2024 4:48 PM
39	Expansion for the sake of expansion. If they build it, they will come often untrue.	8/20/2024 4:25 PM
40	Sherwood area is not ready for this type of development	8/20/2024 4:20 PM
41	Quite a bit, actually. What is needed is a broader, more region-wide perspective, not mere kowtowing to Sherwood's empire building. It is not clear why Metro appears to be pushing this effort. Sherwood has ample undeveloped land within the city now, and has -0- interest in	8/20/2024 4:18 PM

	accommodating affordable housing anywhere. The northwestern portion of the proposed UGB expansion encroaches unnecessarily-almost gratuitously-upon successful agricultural operations whose success is closely linked to their rural setting. Again, it is hard to understand how or why Metro seems to have bought in on this weak, and destructive, proposal.	
42	Recognizing that the Willamette Valley is one of the richest soil areas in the world. We can increase growth inside the UGB and save our PRECIOUS farmland s	8/20/2024 4:10 PM
43	Do not expand the growth boundary in Sherwood where the high school enrollment is declining. Focus efforts on revitalizing Portland legacy neighborhoods and existing under supported schools.	8/20/2024 4:03 PM
44	There are a lot of items that we are questioning. They have been and will be submitted separately. Lot's of that data and other information is very misleading and/or obsolete and based on false assumptions.	8/20/2024 3:52 PM
45	Sherwood had enough land to build homes and businesses and industrial buildings without expanding the urban growth boundary	8/20/2024 3:52 PM
46	Expansion to the west without proper funding, study of the transportation costs including the costs of crossing fish bearing streams, condemning farm/wine property is in appropriate. Expecting the developers and existing landowners to bear the cost of development and hoping for federal funding for road improvements is narrow sighted.	8/20/2024 3:46 PM
47	The proposed plan *looks* like spraw. Even with the green spaces in the plan, there seems to be little to consideration for walkability or residential services. Also there seems to be inadequate consideration for the amount of traffic this will introduce on Elwert.	8/20/2024 3:46 PM
48	I'm concerned not enough consideration is given regarding available lands that the current owners aren't willing to sell, putting upwards pressure on land prices.	8/20/2024 3:31 PM
49	Yes, the Sherwood expansion plan is not proportional to the needs of the area and sustainability of agricultural lands. The numbers don’t add up.	8/20/2024 2:53 PM
50	The student enrollment decreasing which should be considered when planning on an unnecessary new school.	8/20/2024 10:54 AM
51	Yes, I'd like to see rail right of way reservations within the urban growth boundary area expansion. An exclusive ROW reservation is easier to set aside before development.	8/19/2024 6:09 PM
52	Use the land that is already inside the UGB first. No more tax increased and increased traffic please.	8/19/2024 12:45 PM
53	It’s incredibly disappointing that the report makes zero mention of the impact of the Urban Growth Boundary to will totally undermine any efforts to address climate change. Metro continues to ignore the science, and push for expanding car infrastructure and sprawl. We are poisoning the planet, and this action will massively increase GHG emissions.	8/18/2024 8:37 PM
54	There needs to be greater emphasis on increasing density and building up, not out	8/18/2024 8:30 PM
55	Traffic, it’s horrible and adding more houses is not keeping the town of Sherwood a great place to live	8/18/2024 7:01 PM
56	The report makes no mention of why the city of Sherwood needs to expand outward further from "Downtown Sherwood" and across 99W rather than upzoning and developing further around central services of community like libraries and grocery stores.	8/18/2024 5:10 PM
57	Sherwood has a ban on new apartment development in most of the city. Allowing an expansion of the growth boundary to this level when we are in a housing deficit will do nothing to alleviate the problems. Start with allowing these developments before agreeing to expand the growth boundary	8/18/2024 3:42 PM
58	Do not go forward with Sherwood West plans!	8/18/2024 3:25 PM
59	Greater enforcement of the UGB, do not allow Sherwood to violate it.	8/18/2024 2:25 PM
60	Sherwood Oregon has a near city wide ban on apartments. They should not be granted a UGB expansion before they show true need. Build some apartments Sherwood first!	8/18/2024 2:25 PM
61	No one wants to ask the hard questions about where the water will come from to support all this new development. We need to encourage businesses to choose small towns that have	8/18/2024 1:21 PM

	lost their timber jobs. Stop over-crowding the metro area.	
62	The complete wreckage of the farmlands, farm stands, community farm activities, scenery, peace, quiet, and character of the rural SHERWOOD community if the UGB were expanded in this way. Stop trying to make Portland better by absorbing everything around it to be ruined like Portland has been.	8/18/2024 1:20 PM
63	The fact that we do not use the existing UGB wisely.	8/18/2024 1:11 PM
64	Sherwood has an apartment ban yet wants to expand their growth boundary. This is counteractive to our housing and density goals in the Portland metro area. I ask that the council deny their UGB expansion in favor of more density within the current Sherwood city limits.	8/18/2024 12:49 PM
65	How are you going to ensure affordable housing goes to younger people without it being considered discrimination? Are you going to limit it to only Oregonians allowed to buy it?	8/18/2024 12:29 PM
66	Cities in Washington County maintain apartment bans across the overwhelming majority of residential land. Instead of lifting that ban, and finally allowing for adequate housing production, they insist that we must sprawl into more natural and agricultural land. Metro must ensure that there is a 20 year buildable lands inventory, and instead of fulfilling that through granting yet another irresponsible expansion of the UGB, it must exercise it's immense authority and compell cities to legalize more housing in existing residential areas closer to good transportation, job centers and amenities. Metro must also use its weight to compell cities to cut red tape that present a barrier to housing production, speed up permits, reduce discretionary processes, reduce permit fees and SDC charges.	8/18/2024 11:49 AM
67	This report inadequately considers the fire risk, climate impacts, and regional transportation connections for this plot of land. The notion that Metro is considering allowing more southern-California style sprawl in area with very poor automotive and transit connections in 2024 is deeply frustrating. As the last several weeks of media reporting have revealed nationally, this type of development will not be insurable in the coming years. Metro needs to think forward and better realize the context in which it is making this decisions. Developers want more land: not Oregonians.	8/18/2024 11:27 AM
68	Yes, better roads to handle the traffic.	8/18/2024 9:40 AM
69	What the decision makers already know and must reconsider, dense housing is not good for young families! There’s no place for kids to have a yard and play or have a garden. These homes are an eyesore to the landscape. It’s all about money and not the people. These home are NOT AFFORDABLE.	8/18/2024 7:48 AM
70	The area of Sherwood West is great farmland and wineries that make our city unique. While some development around the high school may be necessary, the Sherwood West concept asks for more expansion than is needed to support our community.	8/18/2024 6:28 AM
71	I think whoever has been making decisions for Sherwood has been doing a horrible job. I’d like to see more independent and family run businesses, not more hotel chains, restaurant chains, etc. I don’t think rapid growth is the right way to approach the future. Sherwood should be investing in what we currently have available in town, people who are interested in starting businesses. Preparing for challenges of the future should be the focus. Not continuing to expand. That will not solve anything, it will just make the problems we already have worse.	8/18/2024 1:08 AM
72	Don't build more homes, save our farms, and improve on what we have already	8/17/2024 8:46 PM
73	I don't see strong consideration of the potential downsides of each plan. If housing is underbuilt (because the area grows more than expected), the consequences are very bad - house prices rise again, families are priced out, people lose their housing, etc. But if we build more housing than necessary, the consequences are not so bad - we are just future proofed and ahead of schedule, dropping housing prices even more.	8/17/2024 2:48 PM
74	There are many types of housing and according to our governor, we need to address them all. When I move to Sherwood 20 years ago, I had three children and was able to find a house that has worked for us . If all that was available were apartments, or high density housing, we would not have moved to Sherwood. We need to have houses that young families can afford, perhaps creating a land trust like in Medford. I understand some that some people want to stop all development, but I believe that that will cause our beautiful schools to be empty and result in us needing to accept students from a larger area. This will have a detrimental effect on not	8/17/2024 9:10 AM

	only our community, but we would most likely attract the best and brightest that could afford to be driven to Sherwood everyday. This would diminish schools in the surrounding areas. We also typically lose people who no longer have children in the schools. We need a place for them to have affordable housing that is smaller so that they do not need to leave their social circles.	
75	The importance of preserving natural areas	8/17/2024 8:27 AM
76	I think that small outlying areas like Sherwood need to remain small. We moved here to a smaller city because we didn't want traffic and houses and excessive growth.	8/17/2024 8:02 AM
77	Climate change and public transit/alternative transit should be of utmost importance.	8/17/2024 5:18 AM
78	Zoning needs to stay where its at	8/16/2024 11:03 PM
79	How valid are your growth models? Internal and external growth appeared stalled.	8/16/2024 9:31 PM
80	I do not think that the impact of adding space as per the Sherwood plan addresses the congestion problems that will worsen or the impact on quality of life in the area.	8/16/2024 4:23 PM
81	Adding urban growth in areas lacking efficient transportation options only creates more expensive local long term costs and declining quality of life	8/16/2024 4:23 PM
82	Population in the Portland area is going down and continued to go down. We do not need to expand so much.	8/16/2024 11:44 AM
83	current roads are not capable of supporting new housing neighborhoods	8/16/2024 7:35 AM
84	Provision of shovel-ready, buildable land for housing and jobs for the next 20 years.	8/15/2024 1:41 PM
85	Growth in the Sherwood direction seems haphazard	8/14/2024 1:08 PM
86	Landowner rights near urban growth areas	8/14/2024 7:01 AM
87	There is a lot of unoccupied space in downtown Portland and surrounding areas. The economy is not in a good position now, no one can afford to purchase a house or pay the high price of rent.	8/14/2024 5:31 AM
88	No. I 100% oppose the expansion of the urban growth boundary	8/13/2024 10:06 PM
89	It says one of the goals is to protect farmland but yet everywhere I look I see more and more land being turned into industrial buildings and houses. So many farms have been lost and it is disappointing to see.	8/13/2024 7:54 PM
90	i am opposed to the Sherwood West Concept Plan, as there is not infrastructure in place to support growth of that size at this time.	8/13/2024 4:45 PM
91	I do not think the Sherwood population is growing as rapidly as stated there is enough housing to sustain growth	8/13/2024 4:06 PM
92	Stay out of Wilsonville	8/13/2024 1:58 PM
93	More transparency of Metro projects. We have a few near us and it’s difficult to get straight answers.	8/13/2024 12:55 PM
94	People need to know what the cost (not the money) is to our community when we just keep building and building and building and taking away land from people that don't want to give it. You have wildlife with nowhere to go but in the neighborhoods then people get upset they are in the neighborhoods you wonder why food is so expensive and unhealthy and it's because with every new community you have less area for farms which means our food comes from further and further away and you have no idea how it gets there or who grows it. Building more shouldn't be the only option.	8/12/2024 6:13 PM
95	Urban densities are reaching unsustainable levels. We have vast room to expand UGB's and we shod do so. Make a plan to double the amount of land available for residential development over the next 20 years. Stop trying to cram ppl in tight places. Fix it now before all the counties decide to annex into Idaho.	8/12/2024 5:29 PM
96	Funding and impact of non taxpayers on quality of life	8/12/2024 4:44 PM
97	Yes, not adequately thought out.	8/12/2024 10:01 AM

98	If Portland area can't enforce the crime there is now why grow?!? ! How about we clean up what is the problem now: homeless, drugs, etc Then when that's taken care up perhaps talk about growth. But why talk about growth when crime is through the roof with what's there now?!?!	8/12/2024 7:23 AM
99	Citizens of Sherwood are not opposed to growth. We are opposed to frivolous spending on endless, poorly planned suburbs that are not supported by current growth patterns and predictions	8/11/2024 8:32 PM
100	PRESERVE GREEN SPACES.	8/11/2024 8:15 PM
101	I need more park with big trees, MORE BIKE LANES, less cars, there is nothing of that	8/11/2024 2:32 PM
102	Traffic congestion already exists on Sunset due to new high school and turn restrictions onto 99 from Brookman/chapman. The neighborhoods back there are not all built out so we haven't seen the true impact of that traffic. It is already very difficult with the existing population adding more houses and more cars is not going to help.	8/11/2024 10:27 AM
103	The most basic of economic theory is supply and demand: restrict supply and the inherent demand will cause price increases. If affordability is a key driver then ensuring adequate supply of land is fundamental to affordable housing.	8/11/2024 8:18 AM
104	We need more land made available for single family housing and just not for apartments.	8/10/2024 11:46 AM
105	Impact on agricultural, wildlife and wetlands.	8/10/2024 10:36 AM
106	Family size is declining. Discourage large house development by charging higher fees and taxes for houses greater than 2300 sq feet.	8/10/2024 9:58 AM
107	Don't steamroll new development...require government agencies to actually and actively listen to citizens. So often over the years I've seen city councils hold meetings for public to share thoughts, but it is very obvious that a plan has already been decided on and nothing residents say is taken into consideration. Most recent example is in King City where a residential street will soon be turned into a major, multi-lane road, destroying the neighborhood with too much traffic and making it a major thoroughfare.	8/10/2024 7:37 AM
108	Many people want to own their residence or live somewhere single-family. Statistics show that kids have higher achievement if they live in a regular home as compared to an apartment. That said, the low number of single-facility homes planned doesn't line up with the priorities/preferences of residents, nor what is best for the next generation.	8/9/2024 11:15 PM
109	Have you population projections taken into account that so many people are moving out of Oregon?	8/9/2024 5:50 PM
110	As updated projections for growth shows a downward trend particularly with the enrollment of the relatively new Sherwood High School at cost of aproximately $248 million financed by taxpayers. The proposed Sherwood UGB plan if approved will again significantly impact taxpayers as well as displace current residents. Smart, prudent and realistic planning for growth is much needed. Otherwise, grabbing large parcels of land with current and productive uses in one fell swoop will have dire immediate consequences as well as unintended consequences in the future.	8/9/2024 11:13 AM
111	Impacts to natural greenspaces, waterway management.	8/9/2024 9:51 AM
112	It is painful to see "decision makers" who see vast developments as necessary instead of using the less desirable land that is available or at least not develop in patches that can be sub divided. Reserving the nature we have is important. As a native Oregonian we do not want Califonication…Mass sprawls of urbanized land. Gentrifying of old neighborhoods should happen before expanding.	8/9/2024 9:32 AM
113	Do not expand the proposed Sherwood area plan, too much traffic causes people to take country roads not built for this high volume traffic. It is causing dangerous situations with high speeds and too much volume on roads not built for this much traffic.	8/9/2024 6:58 AM
114	No	8/8/2024 9:04 PM
115	Oregon is changing many say. Lower population =charm. Higher population =more crime	8/8/2024 8:18 PM
116	Think about cleaning up what you have and not creating more that you can't take care of	8/8/2024 7:45 PM

117	Impacts of Climate change	8/8/2024 7:45 PM
118	The necessity of preserving farmland	8/8/2024 7:05 PM
119	Stop the sprawl	8/8/2024 6:28 PM
120	Keep land as is no more commercial growth	8/8/2024 6:24 PM
121	You are pushing out small family farms by expanding the urban growth boundary.	8/8/2024 1:58 PM
122	I think Sherwood's specific analysis at the local level should be part of the Metro Council decision making. There's a strong argument to be made about where people want to live and work that doesn't always translate to regional land availability.	8/8/2024 1:04 PM
123	no	8/8/2024 12:02 PM
124	I am very against the tall high rise forms of living. The people that buy them are childless. Single family homes need to be focused on. As large companies come this way, Sherwood, the employees come for the schools, and they have kids. Our schools are emptying because there are no children coming up the ranks. It is very sad and the schools get paid per child enrolled. We build all of this for the now, but not for the duration.	8/8/2024 11:42 AM
125	The report seems wise and carefully written to me.	8/8/2024 11:25 AM
126	If the population is slowing or declining why should the boundaries be expanded? Sherwood does not have the infrastructure for expansion. The roads are overcrowded now.	8/8/2024 11:04 AM
127	Traffic and dense housing increases school crowding	8/8/2024 10:47 AM
128	How about we grow in the surrounding communities outside of portland? Office space downtown is empty, people are fleeing the city yet we want to rip and build on fatmland	8/8/2024 9:54 AM
129	I think we need more responsible growth. We keep building more while there are buildings sitting empty for years. Sherwood theater has been empty the old Hagens building in Tualatin also has been empty for several years as well as my others. Maybe before expanding one should consider repurposing existing buildings.	8/8/2024 9:42 AM
130	I can see wanting to expand the boundary to the north or SE. Tigard, Tualatin or Wilsonville will want to grab that space. There doesn’t seem to be a push from the west or Sw for that space. Need to not spread to far too fast. IMO	8/8/2024 9:37 AM
131	Not considering what is best for us in Sherwood. We like small community living. Stay away !!!	8/8/2024 8:49 AM
132	I think there are other places, for example West Lynn or Wilsonville that already have the beginnings to your urban sprawl. There are just too many roads that are congested and it’s becoming Los Angeles quite frankly disgusting. Please leave some of the cities in Sherwood Canby etc., so that we can have rural areas and people that want the countryside feel. Leave them alone.	8/8/2024 7:14 AM
133	it seems clear that the statistics regarding growth (population and growth) indicate that expansion of UGB is not needed at this time. The Sherwood West proposal is the product of a few influential politicians and developers, and is not the desire of Sherwood general population.	8/7/2024 8:21 PM
134	Does not consider the exodus of people from Portland to Washington due to higher and higher taxes; recent layoff statistics and declining population does not justify the need for expansion of the UGB; no indication of jobs to be created by each business when AI and automation are replacing workerrs	8/7/2024 7:57 PM
135	we don't need UGB expansions, there are so many places for redevelopment, and developers are making way too much money, create a local lending program for building affordable housing, and for wealth building for communities of color	8/7/2024 4:34 PM
136	It looks like a good plan.	8/3/2024 8:26 PM
137	Historical aspects, the heritage of native people, the preservation of land that may contain artifacts, minerals or be of historical importance. Or, significant & with a legacy of those who came before us. The rights of farmers, especially, families who have been tending to land (much of it which could be considered some of the best in the nation for agriculture) & animals for generations. Also, the Native Americans heritage & culture as many areas in Oregon have artifacts (that can easily be missed, discarded or ignored), historical & cultural symbolism & importance.	8/3/2024 12:50 PM

138	OR 99W and Sunset Blvd intersection needs a traffic study before the UGB is expanded, not after.	8/2/2024 11:42 PM
139	There are lengthy discussions about housing and industrial building, but no mention of commercial amenities close to housing. It would be nice to have restaurants that are not in strip malls and are more integrated into each neighborhood (like old Portland, with small stores, eateries, service stations among the neighborhoods). Feels less like SPRAWL.	8/2/2024 3:13 PM
140	The land that is left for residential development isn't always workable for builders. Sometimes the land, although surrounded by neighborhoods, cant gain utilities. Or the transportation plan doesn't match the development needs of the city. I'd like to see more opportunities in Tigard, Beaverton, Bethany, and Hillsboro.	8/1/2024 12:31 PM
141	No	7/31/2024 8:37 AM
142	Decide on buildable land areas based on _middle housing_ options, not single-family zoning!	7/30/2024 7:44 PM
143	Unfunded past needs.	7/30/2024 8:55 AM
144	the public is appalled at the appearance of high density neighborhoods. people are leaving Portland becasue if the fixation on density and the lack of senior living options. The public seeks more diversity in housing choices and more complete neighborhoods.	7/30/2024 7:14 AM
145	The urban growth boundary is one of Oregon's most valuable assets. Preserving this boundary in spirit and in substance is critical to this state being the place people choose to live.	7/29/2024 11:48 AM
146	not at this time.	7/29/2024 9:35 AM
147	The consideration of houses not being available or owned by residents. It doesn't do any good for the community if corporations or individuals are purchasing homes to use as rentals or other money making ventures.	7/29/2024 7:48 AM
148	no need to expand ugb, make esisting city more dense	7/28/2024 12:50 PM
149	Climate change, both how to mitigate it in the urban area as we grow, and how to reduce everyone's carbon footprint through planning.	7/28/2024 8:34 AM
150	Yes. There's a housing crisis. Homes are unaffordable. Supply is not matching demand. We should strive to have the same housing affordability as Michigan, not just accept that the west coast is expensive. We made it this way. We need to adopt the if we built it someone will live in it and build until the affordability crisis is abated. This report does not address the immediate needs nor total volume of new housing supply with the urgency the problem deserves from an organization that has the power to make a difference.	7/25/2024 7:17 PM
151	It looks pretty good	7/24/2024 5:33 PM
152	Yes. I have several concerns and oppose approval of the proposal: 1. The City of Sherwood failed to plan for traffic infrastructure related to the proposed growth, making the plan unfeasible. 2. The proposed industrial zone has large swaths of area that are designated at Title 13 upland habitat. The plan does not address this major barrier and operates on an assumption that the designation can be removed or does not apply. 3. The proposed industrial zone has a 500KV transmission line running diagonally through a central segment contemplated for large-scale development. Use within the easement is extremely limited (parking lots, containment ponds and the like), making the area not suitable for industrial development. 4. The area is not suitable for chip and other similar types of manufacturing due to EMI (electromagnetic interference) from the transmission line. 5. The proposed industrial site is in the gateway to wine country from Hillsboro and Beaverton, threatening the agricultural use that is a major benefit to Oregon's economy. 6. The proposed industrial zone is in close proximity to the Tualatin National Wildlife refuge, raising additional concerns about environmental pollutants in this ecologically sensitive region.	7/24/2024 3:55 PM
153	I agree with Dr. Gerard Mildner, Professor Emeritus of the PSU School of Business who makes these important points: 1) Metro should reject the staff's Draft 2024 Urban Growth Report. High housing costs are real. Working at home (now 24% of workers) requires larger housing units, not smaller ones. The existing UGB includes a lot of hard-to-develop parcels, as well as private zoning that prevents middle housing. 2) In the draft, staff argues that "fertility rates in Oregon are below replacement, so high population growth only comes from attracting younger workers. Younger workers choose multi-family locations. And more multi-family apartments	7/24/2024 11:56 AM

	means less acreage needed within the UGB. Hence, no need to expand the urban growth boundary..." There are two problems. First, multi-family housing is more expensive on a per square foot basis: Two-story apartments are the lowest cost form of apartments. Five-story construction like we see in Beaverton and East Portland require rents about 50% higher to justify construction and dominate when land costs are higher. True high-story using steel and concrete (or massed timber) requires a further 50% premium in rents, and dominate in downtown Portland. Hence, Metro is exposing us to further increases in housing costs. However, housing prices are never discussed in the Draft Urban Growth Report. Staff applies their engineering metrics of people per hectare, and ignores economics. Second, people age and have families. While it's possible to recruit college graduates to move to the region, the individuals seek larger housing units as they age. The 22-year old who arrived in 2024 will be a 42-year old at the end of the planning period. And as we discovered during the pandemic, single-family homes offer great opportunities for home offices, bedrooms for relatives, and backyards for children. We need to factor in that people grow up.	
154	I can see making a special exception for UGB in the case of Intel or another massive commercial project that's going to inject billions of dollars into our local economy. But that's the only exception. Suburban sprawl is a proven GDP killer. I have found the website Strong Towns to be immensely helpful in explaining to people why suburban sprawl is actually bad for economic development in the long run	7/24/2024 7:32 AM
155	It seems Sherwood will need more housing and mixed use high-end shopping areas for its residence. Already housing prices are high because there is a shortage in the area.	7/23/2024 9:20 PM
156	Denser Development	7/23/2024 8:54 PM
157	This report shows we have a shortage in housing and employment land and we need to continue to grow in a way that enables quality of neighborhoods, affordability and attract businesses. We need to continue to grow to be healthy.	7/23/2024 8:30 PM
158	The low value of subjective assessments of the types of growth that will occur in the future. Footnote 3 on Page 38 relies on jurisdictions own estimates of what kind of demand for housing there will be in the future, despite the noted clear market incentives to the contrary. Middle housing has only really been available for a few years, and that period has been heavily punctuated by the pandemic. The real impact of those changes will take decades to see, and subjective information about past growth patterns have little value in the face of the newly unleashed market demand that will, under all other scenarios, drive new growth. This is especially important to consider when every other scenario for growth supports Metro's policy goals. Finally, I find it very strange that only a single small city in the region has interest in expansion. Either that city is misinformed about actual demand (a "hospitality zone" in Sherwood, really?) or every other jurisdiction in the region has completely missed the boat. I think I know which is more likely. I suggest that the Metro Council take into consideration the dearth of expansion options being presented as further evidence that the demand for growth actually isn't there.	7/23/2024 6:39 PM
159	The estimates assume many things, but do not factor in new work from home models, AI impacts on work models, or any other forward looking assumptions.	7/23/2024 6:19 PM
160	By enlarging growth boundary you are taking away areas which are now rural and small woodlot areas enjoyed by middle class and lower class families and replacing them with small apt, house lots. The gap between the wealthy obama like estates and what you want to do will increase. And which group do you belong to?	7/23/2024 3:19 PM
161	I agree that the boundary should not be expanded and we should work to improve the existing land	7/23/2024 3:14 PM
162	Taking into consideration the land and low traffic needed in agriculture areas where you have animals, large machinery, etc which is impacted by bringing in commuter roads.	7/23/2024 2:12 PM
163	Severe traffic problems with overburdened road systems in Sherwood Oregon and SOLUTIONS before even considering growth outside the current urban growth boundary. No need for industrial growth outside of current growth boundary - extensive options along Tualatin Sherwood Road. Adequate development land within the current Sherwood boundary.	7/23/2024 12:06 PM
164	The need for farmland is critical. Other than a gratuitous statement of its value, the Report does not address the consequences of replacing fertile, productive land with houses and industry. Build those structures on poor soil, where farming is not tenable. This should be addresses in the Report.	7/23/2024 11:17 AM

165	A UGB expansion in a part of the metro area poorly served by transit and likely to be entirely car dependent does not align with any of our regions goals. As such, it’s unclear why it’s being considered	7/23/2024 2:36 AM
166	I think the zoning is way too aggressive, I think we need to honor what Tom McCall wanted for Oregon. I don’t believe creating more homes is going to create housing that is more affordable. Supplies are too expensive and resources are limited. I think if we randomly infill without thinking ahead, then we’re just going to be damaging Oregon as a state. I think we need to address infrastructure rather than just letting infrastructure motivate us to improve it based on building more homes. No toll without a vote. Let’s stop copying municipal code in California and let’s get with with the program on why people are moving out of California. Environmental first!!	7/22/2024 3:06 PM
167	Building designs with the change in climate in mind.	7/21/2024 10:35 AM
168	The area is losing residents. There's no reason to extend the growth boundary.	7/21/2024 9:00 AM
169	Looks good to me, just want more density	7/20/2024 9:12 PM
170	Do not expand the urban growth boundaries anymore. We have enough land within their current extent to build densely. This will preserve open spaces and discourage car usage which is bad for the environment; it will also encourage transit usage which is the way of the future.	7/20/2024 7:38 PM
171	No	7/20/2024 7:41 AM
172	Inclusive community engagement; conducting an equity assessment on the concept plan	7/19/2024 4:15 PM
173	Not enough work was done to analyze changes in policy that encourage veritcal growth and density in the existing lands. The report focused on unused/available lands, which is not the only way to change policy and discourage sprawl through UGB expansion.	7/19/2024 2:06 PM
174	First, if manufacturing jobs represent only 10% of total non-farm jobs in the region, why so much emphasis on it instead of prioritizing other sectors? Second, is there any study of the effects UGB growth causes on air and water quality? Pollution is a crucial factor to consider.	7/18/2024 12:03 PM
175	Residential RV parks and mobile home parks can be a very useful tool for lower income housing, but they are prevented in many communities and not mentioned in the reports	7/18/2024 6:16 AM
176	There is too little consideration for watershed restoration in suburban areas. At this stage in development it would still be easy for us to reclaim riparian areas and sections of streams with free flowing water and designate them for public use. If we wait twenty years more of that land may be covered with pavement or sterilized of natural habitat.	7/17/2024 11:12 PM
177	TRAFFIC 🛑	7/17/2024 6:04 PM
178	The report claims that more land is needed for "welcoming families". Aside from the city of Sherwood targeting employers not residential development, the claim that there isn't enough land for either is absolutely false. Look at the development adjacent to the Tualatin-Sherwood highway. It's all auto-centric, low-rise sprawl surrounding a wide highway that only induces more driving. Even the high school is auto-dependent. If Sherwood (and the rest of Oregon and the US) developed in a similar pattern as before the car dependent suburban experiment, there would be plenty of land available for new businesses and families. Instead of looking to reverse the mistakes of the past 5 decades, Sherwood is just trying to continue the auto-dependent development. The city is claiming that they need space for all type of housing and that land scarcity is driving up costs. That's baloney. The suburban development is what's made land scarce because of inefficient use. And an efficient use of land will make land available for housing. Just not the typical suburban single family detached housing. And while the state mandates sidewalks and bike lanes, it doesn't mean that they'll be used when the destinations are far apart and the environment is hostile to the development. Finally how does all this need take into consideration the development going on in King City, Hillsboro, etc.? If you're only looking at Sherwood in a vacuum, then you are missing the cumulative impacts of development as well as trying to steal jobs from surrounding communities.	7/17/2024 2:18 PM
179	The will of the people who live here.	7/17/2024 2:00 PM
180	This expansion creates too much low density housing. If the proposal is serious about creating more housing and jobs it should only include space for multifamily housing that can be mixed with commercial spaces. We need more NW 23rds not more Lake Oswegos.	7/17/2024 9:20 AM

181	No. Please approve it	7/16/2024 11:18 PM
182	For Sherwood to maintain its quant quiet small country town feel it cannot continue to sprawl out into the countryside that makes Sherwood what it is. There is enough space currently in the city that should be reimagined and redesigned to support more homes and people	7/16/2024 8:46 PM
183	The report did not consider the potential impacts of climate change, in terms of population increases in the Northwest due to cooler weather and water availability relative to other parts of the country, and also impacts of climate change on the wildland urban interface and how this could impact fire risk for the edges of the Portland area.	7/16/2024 8:26 PM
184	Plan more roads. Stop allowing destruction of natural area and trees and require trees be preserved as well as more planted instead of grass.	7/16/2024 6:26 PM
185	I think a more in-depth analysis of how mixed use and/or dense an area needs to be in order to, at the very least, financially break even (taxes collected minus cost of local services provided), would be highly beneficial, especially if it can be put in a visual format which is much easier to understand. Urban3 (which worked with the City of Eugene) does this kind of work, and I feel Metro may gather very valuable information from this type of analysis, even for specific areas within the UGB. Financial viability should be at the core with Metro's development decisions so ensuring this single element is achieved and can be demonstrated to the public with figures and images seems an essential element to consider.	7/16/2024 5:52 PM
186	I think the decision makers have already made up their minds on what they plan to do and it many times is not in the best interests of the communities	7/16/2024 12:20 PM
187	No.	7/16/2024 10:24 AM
188	The employment and population forecasts are unduly pessimistic. This area has done better than national trends consistently over the last few decades, and the forecasts appear to anticipate decades of decline.	7/16/2024 9:04 AM
189	Funding for schools! You cannot expand boundaries and overfill our schools without discussing how these (and other entities) will see a compensatory increase in funding.	7/16/2024 8:09 AM
190	There needs to be more land opened for more housing. We need to restrict Airbnbs as almost a quarter of homes are being bought by investors and rented out increasing the cost to rent and to buy. If we limit airbnb or charge a fee for doing Airbnb we can create revenue to allow for more subsidies on housing. But the biggest need is a larger amount of buildable land so people can actually afford homes and lower price.	7/16/2024 8:00 AM
191	Metro needs to read between the lines of the Expert's analysis. Even the small baseline growth assumption seems optimistic. Developing suburban land will not create "affordable housing" in locations where it is needed.	7/15/2024 8:39 PM
192	Why do we need to create conditions to attract people to settle here? It's okay to not do that. They will go elsewhere and that is okay. We have always been fine. We already have too much congestion and need breathing room.	7/15/2024 7:50 PM
193	I think crowd control. If you are going to purchase a house, chances are you want a yard, places to safely park (or where guests can safely park), and really resources and road/traffic control. The bigger Portland gets, the more cars on the road…maybe it's time to consider different highways that avoid clustering the hwys that already exist. Wildlife also needs much more considerations. We have a lot of animals that migrate through the season and even during the day, they need safe areas to complete this. Tigard has amazing walkways through the city which follow a stream and tons of wildlife use it for traveling away from cars as well as a food, shade/shelter, and water source. It's surrounded mostly by roads with low speed limits which is helpful too.	7/15/2024 7:17 PM
194	Quit taking out property	7/15/2024 6:47 PM
195	More focus on providing good housing for all demographics and not creating slums. More focus on transportation as well as drivability. More focus on public safety, education, sustainability,	7/15/2024 5:54 PM
196	Maintaining an affordable supply of single family and mid density housing	7/15/2024 5:28 PM
197	Too many people in the boundary lines causes insane traffic for people living near the highways. I can't even get out of my neighborhood to turn on to a road because there is so much traffic	7/15/2024 5:12 PM

198	The proposed size of the UGB in Sherwood seems extraordinarily oversized, with lands that are currently used for employment in forests, farmlands and wineries being usurped by potential new employment that is uncertain. Damage to watershed and forest lands are not be duly scrutinized.	7/15/2024 3:31 PM
199	Thank you for the survey. Please remember to hear both sides of the coin in all of these affairs.	7/15/2024 3:25 PM
200	When economic development staff in the region are working to attract employers, they need quick decisions. We never have enough options. I think the semiconductor task force and the state's decision to allow an expansion if the opportunities present a quick decision. More 'optional' land could be a good policy when all the right conditions are met.	7/15/2024 2:14 PM
201	I think you are gonna see tons of commercial land come up for sale and flud the market with people working from home. Maybe a plan to convert through building or land inside the urban growth boundary to housing. That will help. And cut all the red tape to build on the land we have now. No one can developed land if it cost 125k just to see if anything can be built.	7/15/2024 1:45 PM
202	Farm land and wild spaces, especially in sherwood. It would be preferable to establish larger housing withing existing city limits vs expanding into the broader area	7/15/2024 1:41 PM
203	Build the infrastructure/roads/ammenities before allowing more residential	7/15/2024 1:35 PM
204	It's good. Let's fund it.	7/15/2024 1:17 PM
205	See above. Expanding the UGB for the sake of more single-family residential development is merely blessing sprawl. Thank you.	7/15/2024 1:12 PM
206	Underproduction on recently added lands to the UGB suggests that proponents for expansion are not honest in their assertions. Also, recent proposals for expansion of nearby UGBs, as in North Plains, utilize regional rather than local growth to make their need case. This suggests, at a minimum, that nearby cities should be added to the Metro UGB should they seek to expand their UGBs.	7/15/2024 12:58 PM
207	The cost of living is only mentioned twice in the draft report. Perhaps addressing this would help with uncertain emigration numbers.	7/15/2024 12:40 PM
208	No	7/15/2024 10:53 AM
209	Fewer parking lots, less sprawl, more dense housing, narrow freeways and add tolls, more bike paths	7/15/2024 10:35 AM
210	While you give lip service to climate change, not enough is being done.	7/15/2024 9:56 AM
211	See above. Do not open the UGB to large plots of ‘farms’ that get reduced taxes for having a llama ir Christmas trees. We all know that is a sham to allow rich people estates.	7/15/2024 7:25 AM
212	No	7/15/2024 6:07 AM
213	I am older woman, age 74 and do not think you are taking into account people like me who living long. Keep public transportation strong so I can go Places. I work part-time and still drive a car but not for long so please don't disregard the needs of older people like me.	7/14/2024 5:37 PM
214	The mobility corridor connecting Portland, Tualatin, Sherwood, Newberg, Dundee, McMinnville, Sheridan, and Lincoln City needs a major upgrade, especially with the growth planned for Sherwood West, and continued growth in Yamhill County.	7/14/2024 3:55 PM
215	Community wants. Oregon talks a big game but consistently underestimates what is needed. See the lack of lanes on 217 while light rail was promoted, people do not want mass transit but tax dollars are wasted instead of put where the community wants. Soulless development of cookie cutter houses replace rural and natural areas. Oregon is supposed to be about conservation, not how many tax revenue lots can be jammed into the urban growth boundary.	7/14/2024 3:35 PM
216	Please stay away from Sherwood'as green space, wetlands and agricultural land.	7/14/2024 3:25 PM
217	The Sherwood West proposal as it pertains to Lebeau and the nearby Edy road area. There is no need for additional industrial growth in these areas. We live in the area and are members of local wineries there, all of our neighbors are against the unnecessary growth in this area. I am concerned for the environmental impact that growth in this area would cause and for the loss of the natural beauty that drew us to Sherwood. Tualatin-Sherwood road holds plenty of space for	7/14/2024 2:16 PM

	industrial growth and it is not needed on the Lebeau/Edy side of Sherwood. Please consider the residents and the environmental beauty of these areas before approving this project as it will bring a negative impact on the community.	
218	Most important the limited water supply of Chehlam Mt. has been taken into consideration at all, particulary based on the models of the past yrs of shifted temperatures and climate. People move in , parks r created and water wasted to.kerp them all green. Chehlsm Mt. does not have an aqua fir and must rely on rain which has been heavily impacted. 2. The infrastructure and traffic patterns were not considered at all for the area. Development is allowed to come first and no infrastructure, then yrs if worthless construction and traffic jams. 3. Sherwood City council only wants the profits.	7/14/2024 1:53 PM
219	No	7/14/2024 12:44 PM
220	No	7/14/2024 11:19 AM
221	There are so many new buildings and warehouses and apartments and such in Sherwood we don't need to take up any more farmland. And we really don't need that much more congestion on that side of Sherwood.	7/14/2024 11:16 AM
222	Traffic, funding for all the growth expansion. Sherwood residents already paid for a gigantic high school that is only a 1/3 of total capacity. Sherwood residents do not want to fund more unwanted and UNNEEDED expansion into our green space and precious ag land.	7/14/2024 10:28 AM
223	Not enough infrastructure or community input	7/14/2024 10:25 AM
224	Citizen comment	7/14/2024 10:13 AM
225	The North District is currently farm land and at the base of a hill that is all agriculture. We do not ag land this developed into manufacturing and commercial space, adding more traffic to an already bottlenecked Roy Rogers road. Sherwood already expanded to develop more commercial space. This land has not been fully developed, yet the city is already asking for more. tualatin, King City, and Beaverton, All bordering cities of Sherwood, I've had massive growth or art currently in the growth process. The city of Sherwood demonstrates a lack of need. Metro must consider want verse need in this scenario. This ask would expand the city of Sherwood by 41%, an obscene amount of unnecessary growth into utilized farm and agriculture land. The land that the city is requesting, backs up to a national nature preserve, a precious creek and wetlands, and farm land that is all currently farmed. This land ask is unneeded and unwelcome but the majority of Sherwood residents. This has been demonstrated by a survey of Sherwood residents. Over 80% of residents rejected the city's proposal plan.	7/14/2024 10:03 AM
226	I think the decision-makers need to put more emphasis on how we are traveling around the city and look to boost trimet influence on the city. More bus lanes and build the southwest line.	7/14/2024 9:25 AM
227	Need to better factor in seniors	7/14/2024 12:07 AM
228	The house size was not considered. It would be wise to focus on density increase and apartments building woth mentioned family size decrease.	7/12/2024 11:40 PM
229	I appreciate the focus towards climate change and there was more focus on car free infrastructure than I was expecting. But one thing I think needs improvement is a stronger focus of prioritizing more dense housing and their proximity to green spaces. It seemed like when looking through the proposals, the low density SFH areas were closer to the nicer park areas. I also think this area needs to prioritize state of the art bike and walking infrastructure. The trails mentioned sounded good, and it would be great if they were totally separated from car right-of-ways. I would prefer all of this to not happen at all, but if it did, I want to see it done right with good urbanism design features and reducing reliance on cars.	7/12/2024 8:13 PM
230	no	7/12/2024 7:47 PM
231	Vertical development is a direction - we can build up, build density, and single family car oriented development is not necessary at this point. There is a lot of density to build and zoning + investments can make it happen.	7/12/2024 6:10 PM
232	more thought needs to go into transit access	7/12/2024 5:31 PM
233	We need housing and commercial offerings where schools and business In order to contain traffic - housing and commercial offerings must surround schools and places of events.	7/12/2024 1:10 PM

	Washington County is not well organized, there is a lot of driving to get from one place to another.	
234	Equity and access to opportunity and how severe restrictions on the urban growth impact communities of color and other disadvantaged populations.	7/12/2024 12:23 PM
235	Suburbs destroy ecosystems, increase emissions, decrease equitable access to nature and heavily reduce human interaction. They are not the right answer to expansion.	7/12/2024 7:47 AM
236	I didn’t see much of anything on the bicycle network and how it will fit in with the surrounding environment. After all at the center of the expansion is a high school and students should have access to safe and efficient routes to their schools.	7/12/2024 12:22 AM
237	Climate change, ecosystem loss, equitable access to nature. Greater density is the solution, not the occupation of land that should be wild.	7/11/2024 10:31 PM
238	Please consider housing outside of single family homes. As long as we can transit to home, to work, and to green spaces, we don’t need the suburban dream which is much harder to maintain and really limits growth	7/11/2024 6:57 PM
239	Yes. We do not need to expand the UGB, in Sherwood or anywhere, to accommodate the region's growth. UGB expansion areas always just produce more high-end housing, not the more-affordable options that we need the most. Further, building new housing at the edge forces people into their cars, increasing their household expenses -- also not great for lower-income folks. We ESPECIALLY need to stop expanding the UGB far from transit. The region really f'd up in allowing Happy Valley to happen, but not planning to extend MAX to serve it. We're not planning to expand MAX to Sherwood. Therefore, we should not expand the UGB there. Simple as that. Vote no, go home, and spend some of your vacation time.	7/11/2024 6:12 PM
240	Low density development, transportation, car dependence, cost of living including transportation	7/10/2024 10:14 PM
241	Need to consider how Sherwood can be more judicious about densifying it's existing land	7/10/2024 9:51 PM
242	Metro's regulatory process bogs down housing development - development being so needed to put young people/families into their first house and put them on a road to individual prosperity.	7/10/2024 8:30 PM
243	Low density housing should not be added. Low income housing should be 50% of all new housing in expanded area.	7/10/2024 5:14 PM
244	Transportation has to be a major factor in this decision. We must greatly decrease vehicle miles traveled while increasing access to housing.	7/10/2024 12:08 PM
245	You will kill the vineyards and wineries business around here if you keep building lower income housing. And that is an important part of Sherwood/Newberg/Dundee tourism.	7/9/2024 9:48 PM
246	I did not see enough emphasis on local (city) decision making and responsibility. Plus, I did not see enough working together between regional and local government and insufficient level of public information and reaching out to get every one involved.	7/9/2024 3:43 PM
247	?	7/9/2024 3:15 PM

Q5 Please provide your comments on the Sherwood West proposal in the box below.Proposal Summary:Name of urban reserve: Sherwood West Gross acres: 1,291 acresHomes planned: 3,120 – 5,580 unitsJobs planned: 4,500 jobsThe City of Sherwood has proposed expanding into the Sherwood West urban reserve to support development of homes and jobs. The planning for this area began in 2015 and has resulted in a concept plan that reflects the community's priorities for employment and economic growth. The plan also reflects new housing regulations meant to encourage the development of many different types of housing.To learn more about the project proposal, visit the webpage.

Answered: 182 Skipped: 183

#	RESPONSES	DATE
1	This city has NOT done an adequate job of utilizing existing development nor accurately forecasted the growth. Our incredibly expensive high school is underutilized and we're paying for it as tax payers. This is not the right direction to go for Sherwood.	8/23/2024 10:11 AM
2	This is a land grab. There is no reason to disassemble rural properties & farmland, destroy peoples businesses, introduce commercial/industrial complexes (when there are empty & unleased inventory) create high density housing when research shows a decrease in population, deterioration of the level of education in the school system, and housing prices skyrocketing. I am all for growth in a measured & logical manner when the need arises. There is no evidence that supports an inclusion of this magnatude	8/22/2024 10:03 PM
3	I am totally against the growth proposal	8/22/2024 9:46 PM
4	this may not be the right place to put this, but I found the webpage difficult to navigate—it was hard to find the information I cared about and if I hadn't been wanting to fill out this feedback form, I probably would have clicked off before getting the answers I wanted. something about the navigation could be clearer (I wasn't even really sure if the right webpage was linked at first)	8/22/2024 9:42 PM
5	Sherwood currently has some of the most expensive utilities. There is no financially viable way to expand housing and businesses and keep the livability of Sherwood affordable. Sherwood is in the middle of wine country, a huge economic resource for the State of Oregon and the Metro area. Expanding the Urban Growth Boundary will cut into this critical agricultural land needed to help further Oregon's wine industry. On top of this Oregon is known world wide for its amazing views and natural beauty. Swaths of industrial parks and cookie cutter housing is no way to help Oregon or Oregonians in developing affordable and liveable housing. The current plan suggested is not a wise option for the viability of Oregon's future and I stand against it.	8/22/2024 7:10 PM
6	Sherwood is not ready for more growth. Part of Sherwood charm is open spaces, wineries, and fram land. It's rural and near major cities. Road s are not sufficient for the traffic as it is. Losing forested land would be a huge downfall and make Sherwood less desirable	8/22/2024 6:55 PM
7	To whom it may concern, As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community. Keep our small town feel! Ask people why they live here...it is because of the small town feel....do not become a Beaverton! Sincerely, Patricia Hales	8/22/2024 6:34 PM

8	I disagree with the expansion of the urban growth boundary.	8/22/2024 6:31 PM
9	I support the Sherwood West Proposal	8/22/2024 4:40 PM
10	Being a property owner in the proposed expansion area who farms the land this expansion pushes us closer to losing our lively hood. Developers are continually contacting us and wanting to purchase our property. We are not interested. This is a very large expansion request. Is all or any of this land really needed now?	8/22/2024 11:53 AM
11	The Sherwood West Fact Sheet notes that, in an expansion proposal, cities are asked to show that “development of the proposed expansion area is feasible and supported by a viable plan to pay for needed pipes, parks, roads and sidewalks.” I commend Metro for asking cities to demonstrate this. Based on the Sherwood West expansion proposal, I do not think that the City of Sherwood adequately demonstrates that infrastructure development is feasible. Appendix B of the Sherwood West UGB Expansion Proposal Part 1 discusses infrastructure funding for the proposed development area. On Page 316, Leland Consulting notes: “Across both scenarios, revenues generated under a full buildout of Sherwood West are sufficient to cover estimated infrastructure costs for sanitary sewer and parks, but not for water, transportation, or storm infrastructure.” Additionally, they note, “ It is not unexpected to find a deficit for transportation infrastructure…when considering that many local governments are challenged with funding road development and maintenance.” The proposed funding strategies on subsequent pages are not guaranteed, and they largely address upfront development costs rather than maintenance costs. A city should not be allowed to expand the UGB without the ability to pay for ongoing maintenance. With our current inability to fund maintenance, people in the Metro area are already experiencing the negative effects–why exacerbate this by further sprawling outwards? The development in the proposed expansion area will not provide the tax base required to support their infrastructure in the long-term, and it is unfair for other areas of Metro to subsidize the City of Sherwood’s expanded area.	8/22/2024 11:40 AM
12	I believe very little thought has been put into the traffic these 5,580 homes will create. Average 2 cars per home so an additional 11,000 cars will be on raods that are already conjested. Also you are going to burden the current property owners with additional taxes for improving infrastructure, roads, schools, and fire stations that these 5,580 homes will require. You are taxing the current property owners right out of their own homes just to make room for people that don't even live here yet.	8/22/2024 10:22 AM
13	Doesn’t seem like the plan accounts properly for the cost of maintain this sprawl infrastructure, and they certainly have not maximized the housing and jobs potential within their current perimeter.	8/22/2024 10:10 AM
14	The Sherwood West area consists of farms, forests, and other properties in the hills of this countryside. Most of it is not suitable for the increased traffic that this development would bring. If you are inclined to approve an expansion, I strongly urge you to reduce the amount of acreage dramatically. There are few east/west roads that connect Sherwood West to Hwy 99W (which is our lifeline to everything), and the City has no plan or intention to increase those. They have only proposed new north/south roads which won't connect to Hwy 99W. I fear we will all be stuck in a logjam up the hill unable to access Hwy 99W if several thousand new residents are put here. This is an area of sloped, narrow, two-lane roads. The intersection of Edy Road and Hwy 99 can't be expanded due to Walgreens being on one side and the Providence building being on the other. It's going to create unsafe conditions and car accidents for the existing residents along the side streets who need to pull out onto Edy Road if there are thousands of additional vehicles to compete with. If you need one example of traffic dysfunction that has been created by adding thousands more homes all in roughly the same geographic area, like the South Cooper Mountain, Tigard/West Tigard, and King City expansions, look no further than SW Fischer Rd and Hwy. 99W. Traffic traveling north on Hwy 99W often comes to a stop well before this intersection, because there are so many cars making a left turn onto Fischer Rd that they have spilled over the quite long left turn lane and are now stopped waiting to turn left while in the left TRAVEL lane of Hwy 99W. This is right in front of a TVF&R station, and the results of this grid lock traffic are going to prove tragic when an emergency arises, and fire trucks can't get to where they need to go.	8/22/2024 3:04 AM
15	The City of Sherwood, according to available information, has an employment-population ratio of about 50%. This is extremely low, even compared to nearby cities. This is because Sherwood is a suburb, with a high median income, far from job centers, and dependent on freeways for access. This sort of pattern of predominant single family homes, with few jobs, connected by freeways, is catastrophically bad for regional health. The reason Sherwood wants to expand its UGB is exactly because it requires continual sprawl to fund the borrowing	8/21/2024 11:14 PM

	it made in the first place. While I appreciate Sherwood is seeking to add additional jobs and create mixed-use neighborhoods, the fact remains they must first do this within the existing city boundaries. The city has proven incapable of mixed-use neighborhoods close to jobs and schools. Giving them more land and hoping they 'get it right' does not make sense- and it shows in the proposed zoning, which is still predominantly low-density residential. In fact, the breakdown of zoning reflects existing Sherwood zoning quite directly. I don't know why we would expect a better use of new land. To accomplish regional goals, and even to create a healthy Sherwood, we must develop existing land within the UGB so we can create financially and environmentally sustainable population growth.	
16	Please make sure this doesn't turn into typical urban sprawl that's bad for the environment and pushes out low income bipoc communities.	8/21/2024 11:11 PM
17	I am against the industrial expansion. The City has been Disingenuous about the planned use of the mixed employment area during all it's public outreach. Industrial use was only mentioned during after the outreach was finished. Do not think for a minute there is support within the city for another industrial area. Just look at their actual Sherwood West Concept Plan. They did not discuss industrial use. The plans for Elwert Road are inadequate to support the regional traffic connector role for which it serves. The City made vague statements about a north south connector. Their own traffic studies showed such a connector would not be used. Plus due to the steep slopes in the area it would be too expensive to build. The City also did not represent they would be asking for the whole area to be brought in. If Metro approves the ask, given the City's lack of transparency it is quite likely there will be a major outcry by the voters and the City Council will once again be forced to withdraw the ask. Just like happened in 2017.	8/21/2024 11:04 PM
18	this land will be on the urban fringe and will increase regional VMT substantially while creating more infrastructural liabilities. This kind of development is making us poorer and needs to be stopped. We need to stop this sort of thing by a building boom in more central areas.	8/21/2024 8:18 PM
19	Land use to facilitate industry is poor use of the proposed expansion. The land is too close to existing residential land, farm land, and protected habitat. Additionally, there is minimal exploration of a feasible way to support the growing and expanding transportation needs of the aforementioned proposed industral space.	8/21/2024 6:15 PM
20	The Proposal is not reflective of actual population growth and community needs. Expansion size is ridiculous. Fails to consider long term costs to current residents in terms of taxes to support the infrastructure that would be needed to support this plan. Tax burden analysis seems to be missing altogether.	8/21/2024 5:56 PM
21	Work on densifying existing neighborhoods instead of focusing on sprawl. Expanding the boundaries of the city will force the city to stretch it tax revenue even further than it needs to now.	8/21/2024 4:57 PM
22	For the Sherwood West expansion plan that was submitted in 2016 doesn't reflect the more recent population decline. The concept plan should be scaled back to reflect more current data and the UGB expansion should be 50% the original submission. Additionally, their concept plan doesn't adequately address the funding of infrastructure. Such a large expansion is not warranted at this time. There will be opportunities for additional land to be added if necessary.	8/21/2024 4:22 PM
23	Specifically in the Sherwood West expansion, the concept plan did not represent the will of the majority of Sherwood residents. 80% of residents did not want to see the level of expansion and were gravely concerned about how it would affect the livability and sense of community that already exists. There is no reason to add the entire amount into the UGB at this time, smaller more thoughtful expansion was never considered and the cost to add services support this vision and will be a huge burden to citizens, despite the city claiming it will not. Also the inclusion of light industrial so near many farms and vineyards is just irresponsible. Many of the discussions the city mentioned was to tout Sherwood as a gateway to wine country, yet we would do major harm to the two wineries closest to us. Also the concept plan around Elwert being similar to Sunset doesn't make any sense given the already burdened use of Elwert which will grow dramatically if the planned growth of homes and light industrial actually went in. Overall citizens have been providing specific, data-driven feedback during this process raising concerns, which the City noted but never really addressed. Yes they asked for citizen feedback, but most was ignored as citizens just saying "no growth" when in actuality we were trying to raise visibility to some of the serious oversites in this plan.	8/21/2024 3:07 PM
24	Build denser, not outwards. Suburbia can't pay for itself in maintenance once it ages a couple of decades, which is why it always needs to expand outwards for new tax bases. This is just	8/21/2024 2:39 PM

	kicking the can down the road. You can achieve all your stated goals by simply building denser in the existing boundary. Don't expand the UGB.	
25	1: Proposed Gross acres is a very large percentage relative to current existing gross acres of Sherwood. 2: Projected population growth rates, as stated in Metro's report, is much smaller than what Sherwood proposes. 3: Sherwood historically has not been a large business / employment location. The proposed jobs would change the community character, not for the better, that Sherwood currently enjoys. 4: Most new jobs would be filled by people who don't live in Sherwood, for a variety of reasons. Traffic congestion will increase. 5: Most new families that would live in the homes planned would work elsewhere. Traffic congestion will increase.	8/21/2024 11:12 AM
26	We will move out of Sherwood if it goes through.	8/21/2024 8:39 AM
27	I would prefer to keep Sherwood smaller than the full Sherwood West project proposes. I don’t mind some of the expansion but I don’t think all of the proposed zones are necessary. Let’s keep Sherwood special by not making it so easy to live here that all Our property values decrease.	8/20/2024 11:41 PM
28	Sherwood does not have the infrastructure to support the amount of development proposed in this expansion and frankly there is no need for this amount of land to be added into the UGB at this time.	8/20/2024 6:27 PM
29	I think the city of SHERWOOD is asking for way too much.. I am concerned about the logistics of where they want to put light industrial. I don’t think it’s necessary. The whole reason I moved to SHERWOOD is the small town feel. Their proposal makes me feel like I will be pinned by businesses and not the kind I want to be around. Growth is good, but it needs to be smart. I think SHERWOOD is trying to ask for the world when it should be asking for a small portion.	8/20/2024 5:07 PM
30	As a resident of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.	8/20/2024 4:55 PM
31	Allow all of the proposed increase. Growth will only happen at rate of needed services like water, sewer, and other facilities.	8/20/2024 4:52 PM
32	See above.	8/20/2024 4:22 PM
33	Expanding makes no sense without a viable Western Bypass Freeway to alleviate the already intolerable traffic load on rural roads. Without it, more density would be intolerable and irresponsible.	8/20/2024 4:10 PM
34	I vehemently oppose the expansion into Sherwood West. Previously designated Title 13 properties are now being planned to be light industrial with no thought for where the wildlife they are wiping out will go to. Elwert Rd. is already heavily traveled with 1000's of cars going by each day through an area of farmland, wineries and small farms. There is are multiple fish bearing streams at the confluence of Chicken Creek that will be greatly impacted by increased construction. None of the plans that have been presented adequately address how the bridge over Chicken Creek or re-routing of Elwert to mitigate costs is going to be paid for. The addition of the massive high school to the Sherwood area was done at great increase to the taxes of those within the Sherwood City limits and those that live outside the city limits. The Sherwood School District projected student population does not match what the City of Sherwood is projecting. In fact, the school district expects the high school population to go down. We don't need more development in a rural area when we are already paying for an expensive new school and the plans for the main arterial funding are unclear and nebulous. Now is not the time to expand into Sherwood West!	8/20/2024 3:55 PM
35	The roads immediately surrounding the proposed neighborhoods are county land and considered rural roads with a speed limit of 55 mph. Putting families near these roads seems dangerous without a proposal to address this. Also, we are putting physical barriers between our main thoroughfare, the 99, and our most famous wineries, Hawksview and Alloro, both of which are well known, with Alloro recently being placed on the top 100 in the world. We need to design pathways through Sherwood into wine country, rather than being a stop along the way to Newberg and Dundee.	8/20/2024 3:51 PM

36	I think this is a great plan in general. I would caution against too much vertical mixed-use, most of the ones I see end up with most of the commercial space vacant anyway which is such a waste.	8/20/2024 3:39 PM
37	This expansion is not supported by the current and expected growth of the area by Metros own numbers. The city has not provided adequate or reliable numbers to support this request.	8/20/2024 2:56 PM
38	Without funds to resolve inadequate access to I-5 for commercial transportation and efficient movement of local travel, expansion will only worsen the gridlock and further erode productivity and quality of life.	8/20/2024 2:04 PM
39	The city is grossly overestimating the growth in the next decade. There is no data to back up the request to add so much land to the UGB. With much of the agricultural and open land to the east and south (between Sherwood and Tualatin and Wilsonville) being gobbled up for light industrial and housing, the area is losing too much of the agricultural/natural land. Furthermore, the city has very little connection to public transportation so the proposal can only lead to worse congestion. Lastly, the City has not maximized the current boundaries for affordable housing and jobs. There are plenty of opportunities (considering the much more modest growth projections) within the current boundary if the City plans properly.	8/20/2024 9:54 AM
40	This project would make more sense if it was built in conjunction with a WES regional rail spur but it lacks a Right of Way reservation to build such a line. There is currently a plan to extend WES to Salem meaning smart TOD could also make Sherwood a commuter community to Salem in addition to Portland or Beaverton. WES currently underperforms, but if development took WES into account, it could turn into a system more like RTD or SEPTA.	8/19/2024 6:13 PM
41	Creating more jobs than housing units would be a mistake. That said, I support the proposal.	8/19/2024 12:08 PM
42	This is a terrible idea. There’s already so many empty lots in the Portland region. Not to mention, so many parts in Portland where buildings could be built taller. Sherwood is already on the edge of the metropolitan area, and having this development would cause more traffic, more urban sprawl, and get us away from the core ideas of the urban growth boundary.	8/18/2024 11:24 PM
43	As a resident of Sherwood, I was wrong to be okay with this. Suburban expansion must be stopped at all costs. Let the farmers keep their land, don't let us build around and effectively force them off land their families have had for generations.	8/18/2024 10:37 PM
44	Quite literally, nobody wants this. Add density to the existing boundary.	8/18/2024 9:26 PM
45	This expansion is unnecessary. Sherwood should increase density and housing within the existing boundary	8/18/2024 8:32 PM
46	I’m sick to my stomach, the city can’t is not ready for this	8/18/2024 7:06 PM
47	As a resident of Tualatin near Norwood road and the city of Tualatins Basalt Creek planning area I have witnessed first hand how promises of greater middle housing have failed to address the housing crisis in the region. Homes with shared walls selling at 450-550k and detached homes in the new development selling for 650k up to near 900k dollars. While the central city of Tualatin remains empty and uninteresting. The area around the Tualatin Commons remains an empty gravel lot and an empty parking lot at a shopping center that has lacked a primary tenet since Haggens went bankrupt 9 years ago. By voting yes on the current plan you allow cities like Sherwood to ignore urban blight like the empty parking lots around a regal movie theater that has been closed for 2 years now. If our region is serious about climate change and the housing crisis we must push for our cities to redevelop and increase density in our cores rather than building 500k dollar shared wall units and 650-800k detached homes. By voting no Metro can leverage our cities to not build out like Los Angeles and Texan cities but up like Vancouver BC and Seattle.	8/18/2024 5:12 PM
48	Do not allow Sherwood city government to do this, force them to build more infill affordable housing and less of this car dependent, road dependent suburban single family housing.	8/18/2024 2:27 PM
49	Sherwood should not be granted this UGB expansion due to the illegality of apartments and dense multi family housing in the majority of the city. Furthermore, adding sprawl to the SW metro specifically has the worst effect on traffic in the region, due to almost no high capacity public transportation. 99 is already a dumpster fire.	8/18/2024 2:27 PM
50	The citizens of Sherwood have voted several times in the past not to expand the UGB Sherwood West. We are not anti growth but we are smart growth. We don’t want this area of	8/18/2024 2:11 PM

	Sherwood looking like the areas on Roy Roger's Rd(Tigard and Beaverton). My vote and 70% of the citizens that this would directly impact do not want this area annexed into to UGB.	
51	I already gave some of them, but why we need to expand by destroying farmland instead of using the ample space between Sherwood and Tigard/King city, Sherwood and Tualatin, or Sherwood and wilsonville, is beyond me.	8/18/2024 1:22 PM
52	The City of Sherwood has an apartment ban that encourages poor land use. They should stop building sprawl and instead should focus on denser development.	8/18/2024 1:13 PM
53	Looking forward to more commercial zoning for jobs and businesses	8/18/2024 1:06 PM
54	Metro should reject this plan. Cities in Washington County have the capacity to accommodate housing growth, but they maintain apartment bans across the overwhelming majority of their existing residential land. They need only to end their exclusionary zoning practices (and reduce other barriers like exorbitant SDC fees) to get housing built. I'm less familiar with the demand for industrial land, if there is a need for more I'm not opposed to a partial rejection that only allows for the employment land component of the expansion.	8/18/2024 11:53 AM
55	As a Tualatin resident, I strongly object to this plan. The transportation connections are poor, and our region has no shortage of buildable land already in the UGB. We need infill, not more fire-prone sprawl into farms and forests. Oregonians have repeatedly said no to California-style sprawl. Please listen to us.	8/18/2024 11:30 AM
56	To much to fast.	8/18/2024 7:22 AM
57	This new area is unnecessary, and will take away what makes the community unique. I moved to Sherwood, as I loved the farms and open space.	8/18/2024 6:34 AM
58	I don't think this should even be considered until we get more than one grocery store in town. I just feel like the cities priorities are way off track.	8/18/2024 1:14 AM
59	Home prices in the Portland metro area have risen by 75% or more over the last ten years. We need to build more housing desperately and are not at risk of "overbuilding" - at worst this would reverse some of the run-up in prices due to past severe undersupply. I am in favor of allowing more housing to be built as much as possible.	8/17/2024 2:50 PM
60	Continuing to develop our important farmland leads to loss of orchards, vineyards, etc, and pushes already displaced wildlife into urban areas (we have a black bear roaming in our inner Sherwood housing area this year). Our roads are in a continuous state of upgrade and expansion that STILL cannot keep pace with development.	8/17/2024 8:32 AM
61	We don't want Sherwood West Expansion to happen. We live directly on Edy Rd which will be inundated with traffic, congestion and construction. We moved here to live in a small town and enjoy the farmland and wineries nearby. We don't want to end up like Beaverton.	8/17/2024 8:06 AM
62	Keep farm land as is	8/16/2024 11:09 PM
63	I think your growth models are antiquated. Where are the people coming from?	8/16/2024 9:34 PM
64	I am opposed to the expansion as it will utilize land that is currently agricultural and it will increase congestion in the area to the detriment of the current community. It does not address the need for fixing the existing congestion problems before adding to them.	8/16/2024 4:29 PM
65	My perspective, right or wrong, is that this proposal is naturally being driven by developers - those who will benefit the most and not the citizens of our local communities.	8/16/2024 4:29 PM
66	Building in the agricultural area that is being proposed will ruin the region and the character that we all love. No one wants housing and development next to wineries and orchards. You have clearly not heard the booms of the cannons that are used to keep birds off of the grapes during harvest season or else you wouldn't have proposed this.	8/16/2024 11:47 AM
67	Traffic is already congested at certain times during the day….how will that be addressed? Affordable housing is needed but some kind of rent control needs to be considered. Love small produce farms ….dont loose those in the expansion process. (Red Berry Barn). How will this expansion affect Newberg and the proposed by-pass?	8/15/2024 12:23 PM
68	We don't need the houses here. There are already 1000 new homes and not the infrastructure for it. Then all the farmland is gone.	8/14/2024 1:10 PM

69	This is excessive and unnecessary In 2022 Metro projected Sherwood would grow by a scant 3% over the coming decades. The Sherwood School District has forecasted enrollment for the new high school will begin to decline in 2027. Sherwood has enough vacant land to accommodate new housing and jobs for years to come, when planned and developed wisely. Metro's research concluded there is enough industrial land inside the existing Regional UGB for another 20 years. Metro's research on Residential land shows most land brought into the UGB in the last 20 years remains undeveloped. This will waste our rich farmland The UGB expansion will destroy the fertile, productive lands which grow Timber, Hazelnuts, Blueberries, and world-class Pinot Noir grapes. These thrive here and in only a few other places around the world. The lands will be replaced with generic concrete boxes for "flex" office, light industrial, and multi-family residential. This will make bad traffic congestion worse Do you enjoy being caught on Scholls-Sherwood, Roy Rogers and Elwert Roads during rush hour now? Imagine adding 5,600 new homes and 4,500 jobs to the area? The jobs will result in additional commuting to Sherwood for those employees who cannot afford to live here, having a negative impact our air quality. This will increase your Property Tax burden We have not found a Taxpayer Impact Statement showing how Sherwood and its residents will pay for the new roads, sidewalks, water and sewer; just an "agreement" to figure it out later. Yes, the developers will pay for a portion of the initial infrastructure, but YOU will be left with more financial obligations to pay for the operating and maintenance costs, even though we do NOT need the new land to keep pace with growth in Sherwood.	8/14/2024 5:35 AM
70	Im opposed	8/13/2024 10:06 PM
71	It seems like Sherwood has fallen to the urban sprawl of Portland. Our small town feel has gone down and crime has increased. Many of the farms and greenspaces that makes Sherwood so beautiful are being turned into industrial buildings and high density housing. Traffic is getting worse, our roads are constantly under construction and prices to live here continue to increase. I understand the need for housing but does it have to come at the expense of farmland, greenspaces and other natural areas?	8/13/2024 8:00 PM
72	I do not support this. This is not to develop homes and jobs that better the quality of life for sherwood residents, this is to have developers come in and build tract homes, maximize profits, and do the bare minimum to get approvals, and increase the tax base to the city, county, and state, none of these bennifit the sherwood residents.	8/13/2024 4:48 PM
73	OPPOSED to the UGB expansion!	8/13/2024 3:31 PM
74	Probably too dense, but some ugb expansion is here than none.	8/12/2024 5:33 PM
75	I don't believe we are ready for growth	8/12/2024 7:24 AM
76	Sad. Its all destruction of habitat for horrible HOA non affordable housing. Disgusting and waste of money. Money that metro is no using to clean yhe streets of Portland.	8/11/2024 2:34 PM
77	Please use all commercial space currently in the city effectively before building more. Empty storefronts in existing commercial areas can be used and already built and walkable. Preserve and enhance the business industry we have before we add new	8/11/2024 10:32 AM
78	Should be approved!	8/11/2024 8:21 AM
79	Does not consider impacts on agricultural areas, existing infrastructure	8/10/2024 10:39 AM
80	Sherwood is a perfect example of urban sprawl. Farm land is being swallowed up by single family housing.	8/10/2024 7:41 AM
81	Make sure 50% of homes are single family. Provide for one-level homes for aging population.	8/9/2024 5:52 PM
82	The proposed Sherwood West proposal as written is premature for large scale development particularly for more than 5,500 new housing units in an area that has already seen rapid housing development in surrounding communities.	8/9/2024 11:23 AM
83	Voters have already said they don't want this.	8/8/2024 7:08 PM
84	The more you take away the land from farmers the bigger food problems we will have. Not to mention the negative impact on wildlife,.water supply and I creased risk of fires. This is a terrible expansion.	8/8/2024 6:31 PM
85	No more commercial growth keep land habitat as is	8/8/2024 6:26 PM
86	We need to redevelop and make the most of unutilized already developed space. We do not	8/8/2024 1:51 PM

	need to add more housing in an already overpopulated area.	
87	I support Sherwood's proposal. They have completed a concept plan in accordance with Metro's UGMFP and have adopted documents demonstrating need and ability to serve the proposed expansion area. I like the inclusion of green spaces, parks and trails throughout the plan area as well as the plan for a diversity of housing.	8/8/2024 1:08 PM
88	We are against the expansion for Sherwood West. Go north or east with the expansion please. Let’s keep the little country we have left the country	8/8/2024 11:44 AM
89	Our cities can't pay for the infrastructure we already have. It is insane to create more liabilities rather than improving and maintaining what we have already built, which is a proven platform for growth.	8/8/2024 11:27 AM
90	The community does not want this expansion-voted it down twice. The roads are not adequate to handle this expansion. Very crowded now.	8/8/2024 11:06 AM
91	Sherwood is already getting crowded with traffic congestion	8/8/2024 10:49 AM
92	I’m not in favor of thr Sherwood West expansion. I am in favor of a Sherwood north or SE expansion. No other towns are encroaching on the west. Save that for a later time. Wilsonville, tualatin, Tigard will want land on north, se. That’s where the focus should be. Traffic can come to the area on i5/& take weight off of 99w	8/8/2024 9:41 AM
93	Conserve the natural areas of our community. Don’t agree with anything else.	8/8/2024 8:53 AM
94	Stop the urban sprawl. You guys are turning Oregon into California stop it	8/8/2024 7:17 AM
95	the growth statistics do not support the need for expansion. There is ample capacity in recent expansion in the area (Cooper Mountain, Beef Bend South and King City Sherwood West is not needed at this time.	8/7/2024 8:30 PM
96	There is no demonstrated need for this; just profit-driven developers. The homes planned will not be affordable because the costs of development and infrastructure of farmland (utilities etc) will be very expensive. Also, they will not create high paying jobs nor be close to jobs for lower income people. There is no supporting evidence in the plan for the alleged 4500 jobs. They are pulled out of the air from a time long before Covid, hybrid work, AI and automation. How many people are really employed by Allison Inn as a "precedent example?" Residents of the proposed homes will need to drive to other places of employment creating even more congestion on already clogged roads that are bottlenecks to get to I-5 corridor. The plan does not take traffic into consideration or the high cost of changing major thoroughfares and building infrastructure. The proposed area is not flat and easily buildable as suggested, there is much protected wetlands. Also, Sherwood has not yet built out other available land including the parcels that were brought into the UGB previously. Also, population growth in Sherwood has slowed while this proposal suggests there is a need for 200% growth. It doesn't meet the criteria for need nor does it adequately demonstrate preparedness for infrastructure costs and demands.	8/7/2024 8:13 PM
97	do not allow this expansion, sherwood is already too expensive and the growth at the edges is not a good idea, build up, no more single family homes allowed and 75% of all new residental should be affordable for people making $60-75,000/year	8/7/2024 4:35 PM
98	Looks like a good plan.	8/3/2024 8:34 PM
99	Like I mentioned on the previous page, I don't like that the traffic study isn't done yet. The intersection of OR 99W and Sunset was at a Level of Service of E prior to the high school being built, and was projected to reach an F. This signal likely has reached a LOS of F now. Also, the Brookman expansion was approved in 2002, and it's been 22 years since then with minimum development (1 neighborhood that has gone in only within the past 2 years, and it isn't complete yet as of August 2nd, 2024). I have not seen a plan on when the rest would be developed as said neighborhood constitutes about a quarter to third of said UGB. As such, the effect on traffic and our natural area has not been fully realized. This also exceeded the 20 year development plan as proposed by what should be included in the UGB. The Tonquin employment area also isn't complete, however since that was approved more recently, it makes since. As the Brookman expansion is primarily housing based, while Tonquin expansion is exclusively job based, and at the pace Sherwood is developing, I believe that expanding the UGB to expand into Sherwood West is too large to accommodate growth for the next 20 years, and I urge a smaller expansion, or preferably, none. These 2 areas I believe contains enough	8/2/2024 11:59 PM

	land for development for the next 15-20 years, especially with Sherwood's track record to delay Brookman's annexation and development. would also like to see a specific plan for housing and transportation (public and auto transportation). I also would like to see a cottage community, as a crossover between high density apartments/condos, and single family low density homes. Also would like to see a plan on schools, as the high school was designed for the Brookman expansion, but not further beyond that based on their arguments in their 2016 ballot measure (I forget the name of said measure). Also where would a new elementary and, if nessesary, middle school be placed?	
100	I support sherwood’s proposal	8/2/2024 12:32 PM
101	The city of Sherwood is growing at a rapid pace, most families move here for the schools and the environment. I'd like to see better options for affordable housing, however the fees and permits that come with this do not match this goal. I also would like to see the city plan for this expansion better than how they built Brookman and the High School. Having a new high school that does not have sewer and has been delayed is not an efficient plan and I would hate to watch them continue to run into these road blocks. It would be better to engage with a more sophisticated panel, like the city of Wilsonville when they planned and built Villebois. I also think it would be good to have a roundtable discussion with medium sized and national builders.	8/1/2024 12:35 PM
102	They need expanded area to expand commercial areas to provide more jobs for the residents of Sherwood to reduce travel time for the residents. They are developing one huge shopping area at 6 Corners and Old Town, but not providing any small neighborhood commercial shoppin areas.	7/30/2024 9:01 AM
103	the plan is well thought out. it has been in the works for years and asher wood is ready and willing. It is whetenthenUGB should be expanded	7/30/2024 7:17 AM
104	4,500 jobs, what type of jobs, and are they sustainable?	7/29/2024 9:37 AM
105	I question whether it is truly necessary for Sherwood to convert all those acres from rural to suburban use.	7/28/2024 8:38 AM
106	Too small. We need more. Time to start thinking big about how we create new cities, new city centers, new homes. We need this but we need more than this now.	7/25/2024 7:23 PM
107	I’m in favor of development around the high school. Housing and mixed use should go into the surrounding acreage.	7/24/2024 5:38 PM
108	This is a fabrication. Expansion here will not be affordable in the long run. Build more housing in areas already within Portland.	7/24/2024 7:34 AM
109	Our family approves expansion on Kruger Road above Sherwood High School for the purpose of housing, mixed use developments to support the residents of the community.	7/23/2024 9:24 PM
110	Just build more densely, don’t expand. The city goes from forest grove to Sandy already, it doesn’t need any more sprawl	7/23/2024 8:57 PM
111	I’m in support of this plan because it enables the growth needed and keeps the community and neighborhood design that makes Sherwood unique. It also allows for employment opportunities that is needed.	7/23/2024 8:33 PM
112	I don't buy that there's enough demand for new suburban housing to actually support this proposal. This sounds like more wishful thinking from a jurisdiction that loves its suburban sprawl. Expanding the UGB to create new housing on the farthest corners of the region purpetuates the worst car oriented development that will result in more carbon emissions, less farmland, and more suburban infrastructure that the city can't afford to maintain. The fact that the planning began in 2015, predating the middle housing infill reforms, indicates to me that the City of Sherwood already has no desire to moderate the worst kind of car-only development in the region. I encourage Metro, on the basis of the data in the urban growth analysis, to decline to expand the UGB.	7/23/2024 6:44 PM
113	This is not needed. Money is the reason this is being pushed	7/23/2024 6:22 PM
114	What is planned and what gets done are different things. But what is ruined happens first and what is not done is last. Planners are not realists and dont give excrement about what happens to individuals. This is not future it is invasion of now.	7/23/2024 3:26 PM

115	I do not think the plan adequately integrates mixed use and comercial space with spaces people actually live	7/23/2024 3:20 PM
116	Sherwood has always been known for its scenic farm and agriculture areas outside the city limits. It is important to keep that way of life in tact. Several land owners have livestock and crops that will be negatively affected by the increased traffic and pollution by putting roads through. Please keep the trafffic flow on Elwert by improving the existing road, instead of diverting traffic north, ruining the creek/wetlands and agriculture areas.	7/23/2024 2:20 PM
117	The concept plan represents the planning committee's desires, and many citizens and community groups oppose the expansion.	7/23/2024 12:12 PM
118	The City of Sherwood's plan is much too large and is predicated on population growth figures which are wlidly inaccuarte and self-serving. This area is not growing as it was when the concept was first developed and it needs to get in line with current forecasts and trends. The very nice, but VERY expensive example of relying on inaccurate numbers. We now have a current enrollment of 1,704 students. The high school has a capacity of 2,400 students. The forecast for enrollment for 2032 is 1,530 students. It is obvious the figures used to support the building of the school were inaccurate and it has caused our community to spend excessive amounts of money needlessly. It should have been a smaller school. And similarly, the City's current plan should also be scaled back to reflect CURRENT numbers of population and growth in this area. And until such time as there are no possibilities for development with the UGB, farmland should remain untouched. You can't eat a house.	7/23/2024 11:49 AM
119	The area is losing residents. There's no reason to extend the growth boundary. Gentrify downtown instead of ruining natural landscapes and destroying more farmland.	7/21/2024 9:02 AM
120	Maintain urban growth boundaries and increase density	7/20/2024 9:13 PM
121	I actually totally disagree that the urban growth boundary should be expanded at all. We must build densely within existing urbanized footprints.	7/20/2024 7:41 PM
122	The proposal gets a lot of things right. The biggest piece missing is a comprehensive plan for transit in the area. I think the number one priority for the new area should be on reducing VMT for daily errands by providing good bike paths and walkable 15-minute neighborhoods. This is something that is easier to control at this stage in the planning. However, people will want to get out of their neighborhood to access amenities, and there are not very many options for how they will do that. This makes living in the area less accessible for people with disabilities who cannot drive (like my own father) or younger people who cannot afford a car.	7/20/2024 9:49 AM
123	The UGB is one of the defining features of the region, and continuing to add sprawl instead of efficiently using our existing resources is regressive and backwards thinking. Please reject this proposal and encourage upscaling existing development and lands in already underutilized lands within the UGB.	7/19/2024 2:09 PM
124	This is the definition of car-dependent sprawl and should not be allowed.	7/18/2024 10:23 AM
125	The City of Sherwood is not making the best use of already developed area. Too much space is devoted to driving cars, parking lots, and car centric behavior. No further expansion should be considered until the current city of Sherwood is fully integrated within our regional transit infrastructure and people are able to reliably commute between the downtown Portland core and Sherwood town center.	7/17/2024 11:19 PM
126	I am very glad to see mixed use and higher density development in an area outside the city center! I hope this area surrounds a school that walking and cycling to school is a easy and safe, as well as the preferred modes of traveling to school.	7/17/2024 6:51 PM
127	This is an absolutely terrible plan !! The roads can’t handle the cars, the schools are over crowded, crime is on the rise THIS IS PURE GREED. 🛑Provide service for the people that are here, stop trying to line the pockets of already rich developers!!!!!!!!	7/17/2024 6:09 PM
128	See my earlier comments about how I think the plan is baloney and only is more of the same.	7/17/2024 2:24 PM
129	This plan creates too much low density housing. This kind of housing is not what we need to be creating to increase affordability in our region. This expansion will create an exclusive neighborhood that is only for the rich. We need more NW 23rds not more Lake Oswegos.	7/17/2024 9:23 AM
130	I do not support the expansion plan for Sherwood. Simply a land grab for easy development. Requires minimum planning and effort in a goal to just throw up more houses near the new high	7/16/2024 8:50 PM

	school. There needs to be more consideration for walkability in the town and utilizing the current space to create a tight city with an actual community. Do not continuing splitting the town on both sides of 99	
131	The proposal is too prescriptive in terms of land use. The long-term vision should focus on identifying placement of public infrastructure (roads, water, sewer), delineation of plots and parcels, and locating of public and environmental resources such as parks and other habitat/wetland areas. The market for housing, industrial or commercial areas should drive the development of plots for these uses. This will permit the maximum amount of flexibility into the future. I also see that no representative from TriMet was involved in the Technical Advisory Committee. We need to ensure that future growth areas are suitable for transit service, both in terms of operations (can the bus actually get through here efficiently) but also in terms of whether the land use is mixed enough and density high enough to support a bus line.	7/16/2024 8:38 PM
132	The City has made two concerted efforts to plan for this area. The City provides for a variety of housing, but it's harder to develop multi-family as the Council and PC prefer single-family housing. If the City can commit to achieving the densities prescribed within their proposal, they should be able to expand.	7/16/2024 4:56 PM
133	This expansion appears to be well thought out, and should be welcomed in the region. It is sad that the Sherwood West proposal is the only one.	7/16/2024 9:06 AM
134	We need it - but I’m afraid of what it is going to do to our small town.	7/16/2024 8:13 AM
135	Sherwood needs to do a better job of creating low income housing.	7/16/2024 8:00 AM
136	The survey is one-sided and useless. It is like asking whether you would prefer to be killed by poison or hanging. There is no compelling reason to do this. Sherwood does not consider current minimal population or job growth estimates. Negative responses are not considered or minimized. Public involvement was just scripted lip service. Example...open house. Vote on your preferences. "None of the above" was not an option. This is only about MONEY, tax for the city and money for developers (and a few land owners who may profit).	7/15/2024 8:47 PM
137	I do not believe this is a good idea and do not recommend it.	7/15/2024 7:54 PM
138	This is sad and horrible!	7/15/2024 6:48 PM
139	Having previously lived on the outskirts of Sherwood, I don't support the expansion: Big houses, high incomes, lack of diversity in housing and people (it's where Northern Californians relocat to be part of the nascent wine culture). You can't buy a house for less than $500K . It's lovely, don't get me wrong, and we need more high-income sprawl NOT. Its an incredibly homogenous community. No-let's see how the Roy Rogers annexation turns out first.... and what in gods name are you going todo about the traffic. Tell Sherwood they can annex once we have light-rail to Tigard.	7/15/2024 6:47 PM
140	Yes	7/15/2024 5:30 PM
141	Too much traffic. Need public transportation!	7/15/2024 5:14 PM
142	Without a westside bypass, how will existing and increased traffic access freeways?	7/15/2024 4:05 PM
143	The city of Sherwood is biting off more than it needs. The majority of people in our area are NOT for this unnecessary expansion. I am not against growth for our city, but to attempt to increase it by 42% at the expense of family farms, wineries, and forested areas is an affront to our country-like community.	7/15/2024 3:37 PM
144	those choices of three in the above question are tough! All are important so I am not necessarily committed to my choices. I think the Sherwood expansion is appropriate.	7/15/2024 2:17 PM
145	Approved	7/15/2024 1:19 PM
146	This is Sherwood West is simply more sprawling expansion that is auto-centric and auto-dependent. The housing "mix" merely gives this an acceptable veneer. Where is mass transit? Upzone areas close to mass transit. Do not put single family development and multi-family development on the outskirts of the UGB. This sprawl, plain and simple.	7/15/2024 1:16 PM
147	I do not support Metro overtaking the small quaint town of Sherwood!	7/15/2024 1:14 PM
148	This should not be approved. Sherwood, Wilsonville, and Tualatin are currently in the process of wasting one of the largest industrial sites already within the UGB by each separately	7/15/2024 1:04 PM

	seeking development, often on small, 10 acre parcels. At a time when some think the region needs more large industrial parcels, these jurisdictions are wasting a huge area, already within the UGB, that should be developed as a single unit. Consequently, giving Sherwood more land for any purpose is like rewarding them for bad behavior. Fundamentally, if jurisdictions are doing a poor job with the land they have, they shouldn't ever qualify for additional urban land. Metro needs to find a way to be firm, clear, and consistent. Right now it seems to be afraid of its shadow.	
149	Don’t let it be as awful as the development on schools and Roy Rogers. It’s so ugly and dense and doesn’t have services like grocery stores.	7/15/2024 12:44 PM
150	If you build it, they may or may not be able to afford it. Factor in housing costs before building more housing. Build up not out	7/15/2024 12:42 PM
151	Sherwood proper needs to allow apartments. As an affordable housing developer, I can tell you they are not friendly to multifamily inside the original downtown core where increased density makes a walkable community.	7/15/2024 7:29 AM
152	There's already too much growth in this area.	7/15/2024 6:36 AM
153	I am not well informed but want a full size library branch in that neighborhood.	7/14/2024 5:41 PM
154	The mixed employment area near Elwert/Scholls-Sherwood looks like a recipe for warehouse/data center blight and traffic.	7/14/2024 4:00 PM
155	Metro can’t even manage Roy Rodgers and Tualatin Sherwood Rd. as it is. Adding 3,000+ homes is just foolish and an obvious tax grab and money scheme by developers.	7/14/2024 3:39 PM
156	Leave agricultural land, green spaces and wetlands alone. Plant trees in already developed areas. Limit growth to areas with established city water supplies and leave all wells and groundwater areas out of development. Keep manufacturing and all big business ventures out of Sherwood. No data centers or any polluting influences of any kind.	7/14/2024 3:29 PM
157	Please see my thoughts on the Sherwood West Project in my previous comment. The Lebeau and connected Edy road project is unnecessary and will impact the residents of this area as well as the environment negatively. Wineries in this area are concerned with the potential negative impacts that developing this area will have. This area is home to many creatures that will be further pushed out and harmed due to this plan. Sherwood needs to have some natural areas maintained and I hope we will not lose what makes Sherwood beautiful so that others can profit. Tualatin-Sherwood road has been developed so much and is an embarrassing eyesore for our community. Please do not strip every piece of beautiful land and turn it in to a soulless development. I am very much opposed to that portion of the Sherwood West plan. Those that presented this plan did not discuss their intentions with residents of the area and have lied to Metro about the support for the plan.	7/14/2024 2:24 PM
158	Stop the Sherwood West development. The rural community that is a risk does not get to vote for Sherwood City officials who have made the choice to ask for expanding. We DO NOT want this to go in to effect. We don't want to lose our farms. We don't want to lose our land. We don't want to lose our trees. This is not necessary for Sherwood. We don't need to expand, we have other options. This would be a huge negative impact to the native plants trees and eco system that thrive in this area. We didn't need to bring that large of population and business that close to the wild life refuge. This needs to stop. The community on Lebeau Rd do not want this.	7/14/2024 12:02 PM
159	I believe that this proposal does not meet the goals of the region. To start, the proposal does not state whether there will be added transit to the region, or whether bike infastructure will be included. Combined with the fact that a large portion of the housing area that will be developed is planned to be low density means the newly developed area will just be more car dependent sprawl, as many of these new residents will have no other choice but to drive. The portland region does not need more cars driving through the area and commuting between work, home, and other activities, as it is known how bad cars are for our enviornment. More cars commuting from sherwood will also mean more traffic through the southwest area of the portland region, which already suffers from congestion around the I-5 corridor and a general lack of density and transit access. After looking over the area closely with satelite imagery through google maps, it is clear that sherwood has plenty of land to infill and add density, especially near the only 2 trimet bus lines serving the region. Through redeveloping various seas of parking lots, and empty plots of land, I believe the city of sherwood already has	7/14/2024 11:44 AM

	options to develop land and add real density where it matters, instead of continuing to develop urban sprawl as is evident by the contents of the proposal.	
160	No more expansion. Keep and maintain what is already in Sherwood. Creating more housing in not a solution	7/14/2024 10:51 AM
161	The city of Sherwood has not demonstrated a need for this large of an expansion plan. Land recently added to the UGB for commercial development has not been completed, so why would the city of Sherwood even more land for this purpose?	7/14/2024 10:30 AM
162	Too many homes!!! Please stop!!!	7/14/2024 10:27 AM
163	No more growth. We are being squeezed and traffic is horrible.	7/14/2024 10:15 AM
164	This is a poorly planned, unneeded, and irresponsible amount of growth in a region that is surrounded by and supported by active agriculture and farming land. Sherwood hasn't even fully developed the land on the East side of the city for commercial use, but says it needs additional land for increased tax revenue. This commercial land that is currently in the plan is for manufacturing, which is more geared toward robotics and mass production, with few employees, rather than employment of several community members to benefits the community. This proposal exposes the area to more pollution, environmental toxins and exposures and will damage existing agriculture, farmland, and natural space. Please reject this proposal in its entirety.	7/14/2024 10:10 AM
165	Way too much low density housing and needs more of a wetland buffer. Needs more commercial and shops by the high school for kids during lunch.	7/14/2024 9:29 AM
166	I think Metro should institute minimum density standards. Density before expansion.	7/14/2024 12:10 AM
167	The proposed infrastructure funding plan is vague at best. Relying on SDCs and "outside"funding is insufficient. No expansion should be considered until there is a concrete committed plan for the infrastructure funding.	7/13/2024 11:09 AM
168	The amount of proposed mixed use are is extremely small but this type of planning can be more beneficial for the city. With current plan it just increases sprawl and carbon footprint.	7/12/2024 11:46 PM
169	I just want to emphasize that the Portland area needs to focus on creating more density and creating spaces that are focused around building an enjoyable community. In my opinion, this would be through walkable and bikeable areas alongside spaces were the community can gather without the need of cars. This will maximize the efficiency of the space and take big steps towards addressing climate change issues. We should do this with current spaces within metro area limits rather than expanding outward, leading to more sprawl which is bad	7/12/2024 8:20 PM
170	I am against it.	7/12/2024 6:15 PM
171	My neighbors and myself are in favor of expanding into the Sherwood West reserve. There is very little farmers in the 1,291 acres. We are right above the new High School and there needs to be more growth.	7/12/2024 1:16 PM
172	The inclusion of mixed employment is a welcome one but I must restate that such space should not be made to cater to large retailers and must be kept for local small businesses, as I have stated earlier, mixed use zoning is imperative and although included it lacks slightly, as well as the amount of low density neighborhoods are too high. Something else I have also not seen anywhere is a lack of cars, although this may fall outside the scope of this proposal pedestrianized areas that restrict or exclude cars are a key part in making mixed use areas enjoyable and in encouraging biking and walking	7/12/2024 7:36 AM
173	Hopefully achieved home numbers are at the high end of the figure if not exceeding it. We do not need unnecessary sprawl.	7/12/2024 12:25 AM
174	If new urban areas are claimed from existing undeveloped land, these areas MUST be high density and transit oriented. These areas should discourage automobile transit. Reference Utah City. However, the best solution is to NOT expand urban growth and to preserve undeveloped, natural lands.	7/11/2024 10:35 PM
175	There is no plan to expand MAX or any other high capacity, high quality transit to Sherwood, much less to the expansion area. Shame on you for not even mentioning transit, or regional bicycle network connectivity, in the factors that are the most important to consider as the City, and especially the REGION, consider expansion.	7/11/2024 6:14 PM

176	No more sprawl. Sherwood needs to focus on building over their ridiculously huge parking lots and empty monoculture grass fields.	7/11/2024 4:30 PM
177	Do not expand the UGB and force our marginalized communities further out into the margins of our metro area. This plan has no vision for how people who live here will circulate or travel to jobs outside of this ultra suburban development.	7/10/2024 10:17 PM
178	Sure, allow Sherwood to expand. But don't stop there, let other cities and counties expand too.	7/10/2024 8:33 PM
179	Urbanf growth Shou only expand of housing built is all high density and half the units are reserved for low income families.	7/10/2024 5:18 PM
180	The goals of the region sound great on paper. The primary factors of consideration are whether the plan actually meets those goals, and whether implementation of the plan can result in meeting those goals. How is the proposed expansion region meeting the goal of having 'the option of living close to work' if the industrial area is separated from the large majority of the residential area (including all of the mixed use and commercial area) by the Title 13 conservation land around Chicken Creek? These considerations should at least be addressed by the plan. Additionally, how can we be sure that Sherwood as a city will be able to provide the urban density that our region needs (to meet our goals) when vanishingly little of the city's existing development is dense or mixed use? Sherwood's downtown area is barely two blocks in size. If Sherwood was able to guarantee such development, meeting our region's goals, I would be happy with the plan and its UGB expansion. More housing is more housing, and we need more housing, but we can not just keep expanding with suburbs.	7/10/2024 12:35 PM
181	No one besides the developers that will profit off building more houses/apartments wants this expansion. Please listen to the majority of the residents in Sherwood and DO NOT EXPAND. We're good as we are and the small town feel has already diminished too much even in just the past 10 years. Don't make it worse. We don't want to be the next Beaverton and then Portland. We want to feel safe.	7/9/2024 9:55 PM
182	Sorry I could not figure out how to rank the elements. Not sure I did that right. We should be able to number them 1 through whatever. Always the involvement and engagement of the total community comes first.	7/9/2024 3:48 PM

Q15 Is there anything else that you would like the Metro Council to consider as they make a decision about whether to expand the Urban Growth Boundary as described in the Sherwood proposal?

Answered: 218 Skipped: 147

#	RESPONSES	DATE
1	Consider the voice of the people who have lived and thrived in this area, those voices don't appear to be heard in this matter.	8/23/2024 10:13 AM
2	I do think there needs to be more opportunity for affordable housing . It seems crazy to have a huge high school with almost no houses around it ?	8/22/2024 9:57 PM
3	Slow down	8/22/2024 9:48 PM
4	please consider that the expansion decision should benefit all residents, including those in historically underserved communities, by providing affordable housing and accessible public services. Please also make a decision that will ensure strong environmental protections. It's a lot to balance, and reading the reports makes it clear that this is complicated without any one "answer" to what/how to decide—I think it is most important to make the decision about expansion that will guarantee that these priorities are being worked toward.	8/22/2024 9:45 PM
5	This plan is bad for Sherwood, bad for the Metro area and bad for the future of Oregon and Oregonians.	8/22/2024 7:13 PM
6	Please listen to those who live in Sherwood about what we want in terms of the UGB.	8/22/2024 6:57 PM
7	Leave Sherwood how it is and do not expand the boundary	8/22/2024 6:35 PM
8	There is a plethora of empty warehouses and houses that can be renovated. Do this before taking any more farmland to build more buildings	8/22/2024 6:32 PM
9	No. I think it is a good plan.	8/22/2024 4:41 PM
10	The expansion area intrudes into farmland. The existing/planned roads are already inadequate for traffic transiting the area. McMansions should be restricted.	8/22/2024 1:31 PM
11	Thank you, Metro Council, for listening to the public. I encourage Council to be extremely cautious about expanding the UGB. We should focus on further developing our existing area within the UGB rather than expanding Sherwood at this time.	8/22/2024 11:43 AM
12	If you are going to increase the Urban Growth Boundary in the Shewood area, Please don't approve it all. The area around the enourmous high school would be plenty. That land is already ruined so don't ruin any more.	8/22/2024 10:30 AM
13	Please do not expand urban growth boundaries, when there is so much opportunity for density and walkability in the existing perimeter.	8/22/2024 10:11 AM
14	Yes, making development pay for itself should be required. I don't mean just a one & done upfront fee/SDC. After a developer pays their one-time SDCs, they get to run away with millions of dollars in profit, while the existing residents are left with the traffic congestion (and frustration) as well as the burden of paying for new schools, new roads, new water facilities, new fire stations, and staffing in these new facilities due to the increase in population their development has created. I'd like to remind you that many of us are retired and on modest fixed incomes. "Affordable housing" means more than just the purchase price or cost of rent - it also means not taxing seniors out of our homes. Dramatically increasing our property taxes via bonds and levies is doing exactly that. Instead of giving developers price breaks and incentives, they should only be allowed to build if it doesn't adversely affect the pocketbooks of the existing population in the area. The other critical concern is the environment. As I've mentioned, this is an area with forests of mature trees. We are in a climate crisis, and these trees help us by providing shade, sequestering carbon, preventing erosion, and providing wildlife habitat. When you replace trees with concrete and asphalt, the whole area heats up.	8/22/2024 3:12 AM

	Saying that developers replant trees is a joke, because these tiny little trees with a diameter of your thumb are not even remotely equivalent to the large mature trees they have destroyed in their quest to become even richer. Many neighborhoods in Portland have "heat islands", and the City is trying to plant more trees to combat the rising temperatures - wouldn't it make more sense to not cut them down in the first place? What's even worse, is that they clear the land then set what they've cleared on fire! There is a property on Scholls-Sherwood Rd & Elwert Rd that has burned every day for months at a time. The property is very close to the Tualatin National Wildlife Refuge.	
15	The mixed employment area expansion into protected upland wetland habitat was done after the public outreach with no community input. The reference to industrial use was not used during public outreach; Only after public outreach was finished. Bringing in the industrial development on the north end of Sherwood West should not occur unless the citizens of Sherwood have a good faith opportunity to weigh in. Before Metro Commissioners decide they should have their staff review the final plan, but also the communications during the various meetings. You will see what I say here is true. The plans for Elwert Road would degrade the regional connector role it serves. Traffic on and off of Hwy 99 has major delays during rush hours. These conditions have persisted for years and will only worsen if all of Sherwood West is brought in at this time. The City and County need to improve the capacity of Elwert Road, and it's Hwy 99 connection before adding so many homes.	8/21/2024 11:19 PM
16	don't do it, don't do it, this is the opposite of what we are supposed to be doing.	8/21/2024 8:19 PM
17	The concept plan proposed described a mixed employment zone, which included, industrial use, that was not advertised untill after the public outreach peroid was complete. It is not fair, or reasonable, to state the residents of Sherwood are in agreement with industrial zoning in the northern region of the proposed expansion. During the public outreach of the Sherwood West concept plan, mixed employment was represented as a mix of office, light industrial, and flux space. However, after public outreach, the need for industal manifacutring has been a major emphasis of the plan and further dialogue. It is not a good faith statment to suggest that residents of Sherwood are informed of the expansion plan, let alone support industrial use of the aforementioned land.	8/21/2024 6:39 PM
18	Consider who is pushing for this concept - voting citizens or developers and city officials? Follow the money and you'll see. Last survey showed over 80% of voters did NOT want this.	8/21/2024 5:59 PM
19	Consider the impact it will have on current plans to make walking, biking, and transit a more viable alternative to driving.	8/21/2024 4:59 PM
20	Sherwood overbuilt their high school and now the operating and maintenance costs are more on a per student basis than projected. Don't make the same mistake with the UGB expansion, scale it to meet current needs and reflect recent data. This expansion size may have made sense with the growth from 2000 but it doesn't now. You will be trading a vibrant and valuable agricultural area into a land speculator's dream.	8/21/2024 4:31 PM
21	Oregon is a unique state due to its urban growth boundary and early efforts to preserve the beauty and productivity of agriculture. Every time the growth boundary is usurped we loose a little more of that unique quality.	8/21/2024 3:54 PM
22	I would encourage the Council to really consider is it necessary at this time to bring so much land into the UGB, given the data provided on slower population growth than expected and adequate light industrial already available in the UGB. Please tell the city to go back with a requirement to reconsider smaller parcel at this time and to have a more comprehensive traffic study done in conjunction with WA county and ODOT on what the impact will be to our roadways before allowing this much growth to be approved.	8/21/2024 3:11 PM
23	Don't do it. It can't pay for it's own maintenance in a few decades just like Portland can't now. You can achieve all those goals by building denser in the existing UGB. Something other than suburbia might even make Sherwood worth visiting.	8/21/2024 2:42 PM
24	Metro states the "Urban Growth Report" will document whether more land is needed. After a brief review of the Executive Summary, I did not see an answer to this question. Is more land needed? Evolutionary growth planning is required to enhance and maintain the quality of life in a metropolitan area. Sherwood's proposal is Revolutionary, NOT evolutionary. Given recent slowing growth trends, it seems wise to grow gradually, minimizing the occurrence of un-intended consequences. Thank you for your time and consideration.	8/21/2024 11:23 AM
25	Land developers and politicians. Somebody is getting greased.	8/21/2024 8:44 AM

26	Sherwood is asking for to much land.	8/21/2024 7:17 AM
27	Single family homes or 10k+ square foot lots.	8/20/2024 11:42 PM
28	The size of the requested expansion is not supported by facts and the City of Sherwood should be asked to reevaluate the expansion request and right size it to suit the true growth potential for this area.	8/20/2024 7:59 PM
29	Sherwood is a small town and the projected future population growth in no way reflects what is proposed in this expansion. Hundreds of homes are currently being built and retail locations sit empty as retailers have left the area. Sherwood needs to revitalize its existing areas before trying to grow.	8/20/2024 6:37 PM
30	Holly ochoa, Steve ford, and I are all interested in working with Sherwood planners to bring in our 20 combined acres for mixed use and or housing.	8/20/2024 6:28 PM
31	Think long and hard and don’t be swayed by paid consultants who will benefit from growth	8/20/2024 5:09 PM
32	once its gone its gone	8/20/2024 5:00 PM
33	Push back against the people who’ve got there’s and want to limit others.	8/20/2024 4:53 PM
34	Preserve the few remaining farms, green space, access to the outdoors.	8/20/2024 4:30 PM
35	Please see my comments above. The proposal is a wild overreach and should be denied in its entirety.	8/20/2024 4:23 PM
36	Please listen to the Sherwood Farm Alliance. We have presented facts that conflict what city leaders and builders are promoting. We DO NOT have the roads and infrastructure to support this massive increase in acreage into the UGB. Our land is too precious to pave over with the amount of housing suggested, and metros own projections of growth are SIGNIFICANTLY lower than the projections of the city. Just check out the numbers they said we were going to grow for our new high school just a few years ago, the growth numbers were way off base. We built a massive high school that is not at full capacity, and affected all of our taxes and we are still paying off all the infrastructure for that, I think the average Sherwood resident cannot support another massive build in our area that makes the builders rich and leaves the city residents to come up with money for more schools, more roads, more infrastructure and also destroys our beautiful land, thank you	8/20/2024 4:19 PM
37	Do not expand and thereby put further pressure on existing Title 13 refuges for wildlife. Current forest land should be preserved, not destroyed by replacing it with houses.	8/20/2024 4:16 PM
38	We were very involved in the 2016 Concept Plan that the City of Sherwood completed prior to the current Concept plan. It was very evident that the City had an agenda both for the 2016 concept plan and the current concept plan that while they promoted community input, despite hours of involvement, we saw little to no interest on the City's part to make any concessions or listen to the small farm owners in the area being considered. They went through the motions of "listening" to opposing interests, but there was really no interest in farm/wine/small woodland farmers interests. We provide jobs too. We bring in income that contributes to the benefit of all through our taxes, but we are not big enough to be considered as worthwhile contributing members to our community and it is better to bulldoze our properties than to allow farming/winery/woodland enterprises to continue in this area.	8/20/2024 4:00 PM
39	Please reject Sherwood proposal to expand the UGB.	8/20/2024 3:56 PM
40	Don't expand it. Enough land in current boundaries to meet needs for many years.	8/20/2024 3:56 PM
41	Available lands for housing, and SDCs, could be the single biggest driver(s) for affordable housing. The laws of supply & demand are not broken, and housing is too expensive in Oregon!	8/20/2024 3:43 PM
42	Listen to the home and property owners who will be most impacted by the permanent loss of agricultural land as well as the lack of existing roads and infrastructure costs that will impact the community.	8/20/2024 3:02 PM
43	Listen to the local citizens and what they have to say. Read the Save Sherwood West concerns.	8/20/2024 11:03 AM
44	I am STRONGLY OPPOSED to the expansion of the UGB as proposed by the City of Sherwood.	8/20/2024 9:56 AM

45	East-West transit/transportation connections, especially to Oregon city. If Sherwood was built as a denser TOD node, then it could help the region develop as a less congested grid.	8/19/2024 6:16 PM
46	develop existing land in the UGB, we will not be able to utilize an expansion, and it is a waste of money, resources and the environmental impact will be irreversible	8/19/2024 12:50 PM
47	Consider transit planning.	8/19/2024 12:08 PM
48	Expanding the urban growth boundary is a horrible idea. We need to build more housing in the land that is already a part of the UGB. We have plenty of room already. The urban growth boundary is already too large in my opinion.	8/18/2024 11:25 PM
49	I beg everyone at Metro considering this, don't let Sherwood have this land. We've already lost the kindness here, we don't need to further it with a larger population.	8/18/2024 10:42 PM
50	Eh, what’s the point. The Boomers are going to do it regardless. This process is a formality :-)	8/18/2024 9:29 PM
51	We should continue following the growth trends that allowed this area to become so unique in its development. Strong growth boundaries and ensuring walkable, inviting, and friendly places are what make the Portland area a destination, not sprawl	8/18/2024 3:47 PM
52	Don't violate the integrity of the UGB to satisfy the poorly zoned single family housing suburban expansion of Sherwood.	8/18/2024 2:29 PM
53	Density, public transit	8/18/2024 2:28 PM
54	Metro and The City of Sherwood work for us not the other way around. 70% don’t want it. Why can’t you respect the wishes of the vast vast majority of citizens!	8/18/2024 2:15 PM
55	I'd like you to consider WHY you need to expand the UGB in an area with limited growth expectations where there are no projected shortages in available space for the next 20 years? And why you need to do it in the direction of farmland?	8/18/2024 1:24 PM
56	Do not expand the UGB.	8/18/2024 1:13 PM
57	I like the plan. I know there is an opposition group but there are those of us that support the plan too	8/18/2024 1:08 PM
58	Sherwood has space for more density instead of further sprawl.	8/18/2024 12:51 PM
59	The 2040 Growth Concept Plan has been a failure. The regional centers and town centers it envisioned have almost universally not been built out. Metro needs to create a new regional plan that has very prescriptive rules for cities, and has actual mechanisms built in that ensure development happens as planned. We have a dire housing shortage, and we need to take it seriously. We have had these UGB expansions every few years for decades now and it hasn't been enough to end the shortage because the problem isnt a lack of land! The problem is and will continue to be that cities enforce apartment bans, take many months to get out permits, and charge 10s of thousands of dollars in SDC and permit fees. Reject this plan and get to work solving the actual underlying issue.	8/18/2024 12:01 PM
60	Please consider the type of climate impacts, fire risk, and transportation challenges that will accompany this proposal. Cookie-cutter suburban tract homes is not the type of housing that will be climate resilient. Please think better of this status quo proposal. We need a course correction for the better. Please vote to deny this application.	8/18/2024 11:33 AM
61	Think about the whole picture…and the impact on the land.	8/18/2024 9:42 AM
62	Our city leaders are not listening to its citizens. YOU MUST listen to us. We do not want this here!	8/18/2024 7:51 AM
63	Does Sherwood really need to look like phoenix?	8/18/2024 7:24 AM
64	I don’t think Sherwood is ready to expand the urban growth boundary	8/18/2024 1:17 AM
65	We need more housing in the entire region! Allow land owners and developers more freedom to meet the needs based on a free market.	8/17/2024 2:51 PM
66	I was offended a little bit at the Council presidents comment that we only have three people of color at Sherwood high School. I would encourage her to come visit us for our Diwali festival,	8/17/2024 9:15 AM

	or our moon lantern festival to see the hundreds of people from Sherwood who are attracted here because of our good schools.	
67	Our schools and roads are at max capacity already. We are already developing several areas with houses and industrial/commercial buildings. Sherwood needs to stop, study, and evaluate the impact before bulldozing ahead with more development to the detriment of our farms and wildlife.	8/17/2024 8:35 AM
68	Please, please do not allow this to happen. Our children are already in classes of 30+ kids, we don't need more crowding. We enjoy our small town and will be forced to leave if this happens.	8/17/2024 8:08 AM
69	Leave as is	8/16/2024 11:11 PM
70	Less multi unit housing	8/16/2024 9:56 PM
71	Sherwood doesn’t need to become another Beaverton. Is there a real need to turn Sherwood into a crowded traffic congested mess?	8/16/2024 9:37 PM
72	When deciding such a significant proposal please make sure and challenge when in doubt, that the local representatives have taken all prudent measures to insure they fairly represent their communities.	8/16/2024 4:35 PM
73	Sherwood city council has lied to you. There was no input from the residents already living in sherwood west. You are proposing something that no one wants and no one needs. We love the farmland and agriculture of our area. New residents will be very upset by the air cannons that are used during harvest season to keep the birds away. So it is clear to me you don't live here and haven't visited here or you would know this.	8/16/2024 11:49 AM
74	Expansion is not only about creating jobs and financial gains for Sherwood. We need to think long term and how adding 4,500+ homes will impact the environment, traffic, and crime. Let's keep the "small town" charm of Sherwood. Do not expand the Urban Growth Boundary.	8/16/2024 7:48 AM
75	Vote this in and you get voted out. This is dumb. We don't need it and the people here don't want it.	8/14/2024 1:11 PM
76	Our taxes are already high and would increase more. Our schools are already understaffed. Farmland is disappearing.traffic is a nightmare. People working in Sherwood can’t afford to buy in Sherwood.	8/14/2024 6:30 AM
77	A 41% increase in the size of Sherwood. It is excessive, unnecessary, wasteful of rich farmland, will increase traffic congestion, and your property taxes.	8/14/2024 5:36 AM
78	I am 100% opposed to the extension of the urban growth boundary. Communities need to work together to address the growth issues. Just because Portland can’t manage their growth/population and drug crisis (that they created) doesn’t mean that this county should accommodate future growth. Stop the expansion to the west and make the current communities support their population	8/13/2024 10:10 PM
79	Expansion of the UGB to the sherwood west would be detrimental to forests, waterways, farmers and farmland. This concept plan runs within distance of wineries and MAJOR forests that literally help keep the area more natural. The carbon footprint of this many people would not be healthy and 99W including Roy Roger's and ELWERT cannot sustain this. Look at Wilsonville with Villebois and I5. The traffic will be horrid. We live in Sherwood because of the beauty, the farmland the wineries and the community. This community is SMALL for a reason and the people here like it this way. The back of Bull mountain is expanding rapidly and Roy Roger's cannot take all this traffic. Please reconsider because this will not be a beneficial choice for waterways, forests, animals, farmers, residents and the environment. Thankyou. Sherwood resident.	8/13/2024 9:04 PM
80	Consider how the farmers are going to be impacted and the small town, neighborhood feel that people in Sherwood take pride in as well as the heritage. Think about how the nature isn't going to become just miles of houses and industrial complexes	8/13/2024 8:03 PM
81	stay out of sherwood	8/13/2024 4:49 PM
82	traffic to/from sherwood from surrounding cities is already terrible and this will only get worse and add to that as well!	8/13/2024 3:33 PM
83	Do not expand the UGB	8/13/2024 2:00 PM

84	When will the Urban Growth boundary stop being extended? When is enough is enough? Do you want Sherwood to end up like Beaverton? What about food supply when farms keep vanishing into the boundary?	8/13/2024 1:00 PM
85	Just remember who or what is being affected by your decisions and how hard they are to take back.	8/12/2024 6:15 PM
86	The pendulum will eventually swing. Start expanding the UGB's before the voters turn on you (only a matter of time)	8/12/2024 5:35 PM
87	Bus and biking lanes where possible	8/12/2024 4:48 PM
88	Less people less traffic Less large shopping centers	8/12/2024 10:04 AM
89	I feel like the crime rate that is almost impossible to enforce right now needs to be considered. More people means more crime. And if we can't take care of the problems we have now then we shouldn't add to them. That's just basic common sense	8/12/2024 7:28 AM
90	Stop sprawl. We have a very fertile valley and need to grow food.	8/11/2024 10:50 PM
91	Please don't ruin the rural natural beauty of our community.	8/11/2024 8:17 PM
92	CLEAN HOMELESS CAMPS. LIMPIEN Y ERADICATE LOS CAMPOS DE HOMELESS. Es el mayor problema de vivienda en Metro Portland.	8/11/2024 2:36 PM
93	It's needed! We need more housing options for the growth of the town	8/11/2024 11:21 AM
94	Traffic. Safe walking paths	8/11/2024 10:33 AM
95	The only real long term fix to help reduce homelessness is the expansion of the UGB. When it comes down to it housing is a supply and demand issue. Government regulation and boundaries reduce the supply.	8/10/2024 11:51 AM
96	Do not expand the UBG	8/10/2024 10:41 AM
97	Not at this time.	8/10/2024 7:43 AM
98	Expand the urban growth boundary to allow more homes with yards. This high density pack them and stack them is ruining our livability. Roads are congested and it's UNREALISTIC to believe we will give up our cars.	8/9/2024 6:12 PM
99	Industrial land should have a 7% or less slope.	8/9/2024 5:54 PM
100	Respectfully request that Metro Council consider tabling the proposed Sherwood UGB expansion plan, and require the City to reconsider its explansion goals and desires and submit a revised plan after having more meaningful input and working partnerships with affected landowners living and/or working the land within their property.	8/9/2024 11:31 AM
101	Please don't do it, too many people at present is causing dangerous traffic situations. High speeds and too much congestion on country roads not built for this volume of traffic. Too many accidents have already occurred and if Metro does not take this into account Metro will be legally responsible for future accidents and needless deaths. Study the traffic on the surrounding country roads, you will find this to be true.	8/9/2024 7:04 AM
102	Please do not expand into the country. Getting closer to ny house every year.	8/8/2024 9:08 PM
103	Just say no	8/8/2024 7:50 PM
104	Sherwood is the last smaller scale town close to I5 and we do not have the capacity to grow anymore. Traffic is already awful and we don't have the space to expand any longer.	8/8/2024 2:00 PM
105	The urban reserves were so designated to account for urban growth boundary expansion in the region. Sherwood has completed a plan for one of those designated urban reserve areas, demonstrating how it could be developed and served with utilities and governance. Metro Council should approve the UGB expansion request, finding that Sherwood has met the requirements of the Metro Urban Growth Management Functional Plan and has put forth a plan to help provide needed jobs and housing to our region.	8/8/2024 1:13 PM
106	The more time these processes take and the more complicated and prescriptive the results are, directly relates to a higher cost of land and for meeting future housing demand and employment needs.	8/8/2024 12:08 PM

107	We have lived in Sherwood for 22 years. We will soon be in a home too large for us. We would like to stay in the community we helped build, but there are no single housing 55 and older neighborhoods, preferably gated. AND they will be small homes that most likely are unaffordable. Chew on that!	8/8/2024 11:48 AM
108	I have lived in Sherwood for almost 30 years. During that time it has blown up, we are losing the small town feel we used to have. Please help keep us from growing anymore west and explore other opportunities. Keep what little beautiful country we have left just how it is.	8/8/2024 11:47 AM
109	Please don't do it.	8/8/2024 11:28 AM
110	If possible slow the expansion down. With slowing population growth & other areas expanding, infrastructure that is inadequate, this should not go forth as is. We want to preserve an Oregon life style, not become California.	8/8/2024 11:10 AM
111	No	8/8/2024 10:50 AM
112	Added info in previous page	8/8/2024 9:43 AM
113	Do not do this to Sherwood!	8/8/2024 7:19 AM
114	My ask of the Council is quite simple. Follow the outlined legislation, purpose and protocol for 20 year outlook for UGB expansion requests, and Follow the Facts. The Sherwood West Concept Plan may appear to be an impressive package; however it represents the view of politicians and commercial developers and not a demonstrated need for more developable land.	8/7/2024 8:32 PM
115	Metro has the power to protect Oregon from urban sprawl. The plan does just the opposite of that and without data to support any demonstrated need or realistic achievable benefit.	8/7/2024 8:15 PM
116	do not allow sherwood to expand the ugb, there are many places already in the region that has opportunities for additional jobs and residential growth	8/7/2024 4:36 PM
117	I hope Roy Roger's Road does not get overwhelmed. I work in Elmonica and live in Wilsonville, and during the afternoon commute, it is faster than taking I-217.	8/3/2024 8:38 PM
118	See main essay on my criticisms, but otherwise I'll mention neighboring communities each had UGB expansions in the past cycle (King City out to Roy Roger's Rd, and Wilsonville with Frog Pond) that have not been developed yet, providing more area housing needs. In addition, a mid cycle swap in benefit of Tigard, taking acres from Damascus, adds additional housing land, making additional growth unnecessary.	8/3/2024 12:03 AM
119	There are zero amenities (stores, restaurants, gas stations, etc) in that part of town. Please make developers include those in their plans. I understand the land in this area is expensive, and the more houses they can squeeze into an area, the more profit they make, but it’s counterproductive to the sense of community that all these surveys speak so much about. Please don’t force an entire town’s with of new residents to drive to 99W/Sherwood Blvd or 99W/Roy Rogers for everything. Provide these basic services for these residents closer to their homes.	8/2/2024 3:27 PM
120	Although I think that Sherwood has the right mindset with keep the goals of the state in tact with the chip manufacturing, it seems like they are behind on timing. I feel like there are better areas with freeway access for transportation, if they build out the land off of Roy Rogers as employment/industrial it seems like there's limited future growth beyond this. I would recommend areas like Hillsboro, Tualatin, and Wilsonville. I think that was a bad planning part on Sherwood and the panels.	8/1/2024 12:39 PM
121	I did not answer about the Sherwood proposal as I am not in that area. However, I did indicate my overall preferences for what should be considered in UGB decisions.	7/30/2024 7:46 PM
122	There are a lot of small acreage lots with housing already on them and I would expect most of these lots would not be available for development for more than twenty years from now. There is also farming activities going on in the area, that do not appear to be available for development in the near future. There appears to be no real adequate plan for future transportation, water and sewer, and electricity, that will adequately serve the current area, let alone any future expansion.	7/30/2024 9:09 AM
123	The west side has such heavy traffic due to the extensive growth, I hope the new streets are accommodating of this reality.	7/30/2024 8:24 AM

124	Sherwood has a comprehensive plan and they know what is best for their city. Lattititide should be given to incorporate city objectives. There is too much top down planning.	7/30/2024 7:20 AM
125	Need to have Development Pay for itself. Putting new infrastructure on the backs of current residents is not acceptable. Develop and dash ,leaving "us" to pay for fire, police, schools, etc. part of the Development Ponzi scheme we are still buying into.	7/29/2024 9:42 AM
126	Let's not eat up more rural land unnecessarily. Instead, let's focus on greater density within the existing urban area.	7/28/2024 8:39 AM
127	Housing is unaffordable. Do not accept that the west coast needs to be expensive. We made it this way. We need a reset. We can and should set our goal to be more affordable than the Mid-West. Build more housing. All kinds of housing.	7/25/2024 7:25 PM
128	I'm strongly in favor of expanding the UGB as described in the Sherwood proposal. Long overdue!	7/24/2024 5:40 PM
129	Please look at the assertions of the City of Sherwood with a critical eye. Throughout the public outreach process they have often used vagueness and begged off serious concerns with a statement of it being to early in the process to make detailed plans.	7/24/2024 4:09 PM
130	Move to California if you want sprawl. Seriously, this is so irresponsible of you.	7/24/2024 7:36 AM
131	Our family has owned property in Sherwood for more than 100 years. We love the area and are thankful that METRO and the City of Sherwood planners are carefully considering options.	7/23/2024 9:29 PM
132	Denser	7/23/2024 8:58 PM
133	I have followed the preliminary work done by the city of Sherwood and believe they have captured the needs of the community and this expansion will make Sherwood stronger and provide more "Sherwood Quality" community around the High School and green land areas. Sherwood is unique and we'd like to see more people have the opportunity to be apart of this great community.	7/23/2024 8:41 PM
134	Just don't do it. I know there's a lot of pressure from developers and right-wing politicians to eliminate the UGB, but it has served us so well. Give the new middle housing and other infill opportunities a few years to show whether, as the growth projections suggest, they will provide adequate places to develop new housing that is more suited to achieving the region's climate and lifestyle goals.	7/23/2024 6:47 PM
135	Look forward. The future doesnt call for this	7/23/2024 6:25 PM
136	Stop it. Look at your own life	7/23/2024 3:29 PM
137	The several decades of suburban expansion since the Highway boom have definitively shown us that sprawl does not creat good communities, much of what made this region great and unique has been torn apart by Highway expansion and our main goal should be to fill the void left in its wake, expanding the growth boundaries would be contrary to that	7/23/2024 3:25 PM
138	If growth continues out in farm and agriculture areas, you will find one day there will no longer be berry picking, fresh eggs, pasture raised meat, flower farms and wineries, that people love to venture out to. You will also create a traffic nightmare by putting commuter roads where livestock live and tractors and other machinery will share those same roads.	7/23/2024 2:24 PM
139	The current untenable traffic problems. The adequate amount of buildable land within the current boundary. The financial interest in builders dominates the planning proposal, not the majority of citizens.	7/23/2024 12:17 PM
140	Please give credence to the comments of the public. Don't let the developers rule or community. They are here for the profit, we live here.	7/23/2024 11:53 AM
141	I would like to see more incentive provided for increasing transit options. Considering Sherwood's location within the Greater Portland Area, I imagine the increase in UGB will result in a increase in automobiles on the roads. Can there be a way to ensure an increase of transit options as part of the increase in UGB?	7/22/2024 6:10 AM
142	The area is losing residents. There's no reason to extend the growth boundary. Gentrify downtown. Leave the surrounding wilderness and farmlands alone. You're bought and sold by developers so I don't even know why I'm filling out this stupid thing.	7/21/2024 9:04 AM

143	I. The greatest asset to the Portland area has not been and will never be humans or anything made by man, but the natural bounty provided us all by the Earth. II. If we cannot live beautifully, why should we live at all?	7/20/2024 9:02 PM
144	Please never expand urban growth boundaries. Encourage density within existing urbanized footprints. Vastly expand public transit. Stop widening freeways. Fund housing as a human right.	7/20/2024 7:43 PM
145	Thank you for reaching out for opinions,	7/20/2024 10:44 AM
146	Make sure developers are legally on the hook to live up to their obligations instead of flaunting their disregard of the rules.	7/18/2024 9:47 PM
147	n/a	7/18/2024 12:06 PM
148	This proposal is the definition of car-dependent sprawl and should NOT be allowed.	7/18/2024 10:24 AM
149	We need more housing for seniors- single level, accessibility features.	7/18/2024 6:22 AM
150	Cycling, walking, and transit should not simply be options but the preferred mode of transportation around a new neighborhood such as this.	7/17/2024 6:53 PM
151	I hope you know how much of a transparent Money Grab this proposal is. Couched in disarming political jargon. The proposed expansion is in an area that struggles to support the residents as is. Highway 99 and 217 are virtual parking lots 80% of any day. Growth without sufficient infrastructure is irresponsible bordering on nefarious.	7/17/2024 6:18 PM
152	Unless the development pattern requires reuse and redevelopment of existing built areas first, while providing space for parks and natural areas, the expansion effort is based on false pretenses.	7/17/2024 2:26 PM
153	Stop building up over our beautiful land. This is the reason so many of us moved here.	7/17/2024 2:06 PM
154	We need more NW 23rds not more Lake Oswegos. If cities want to expand they need to do so in ways that allow for more mixed housing and not restrict the expansion area only for the wealthy.	7/17/2024 9:25 AM
155	I’m gonna be so real with yall. I come from Texas, and while they have a lot of draconian social laws, they know how to build housing — fast. Which is why housing costs are so cheap compared to here. While I don’t want 20 lane highways or single family suburbs everywhere, approving more land at a faster pace to build housing can change the game. Please approve the Sherwood proposal and continue expanding the boundary piece by piece.	7/16/2024 11:23 PM
156	I think it’s probably most important to consider the nearby communities and the transportation issues. I won’t be affected at all by this given where I live and I no longer own a car. Hopefully, adequate transit will be accessible to these new residents	7/16/2024 8:52 PM
157	Sherwood is a desirable city to live in because of its charm. This expansion would take away some of that charm and spread the city further apart instead of building it together creating more community	7/16/2024 8:51 PM
158	Does Metro conduct any evaluation (or require this of the applicant cities) to determine if this is the highest and best use of this area of the urban reserve, and/or whether there is not another place within the urban reserve that is better suited for an expanded UGB (even if it's in another city)? It seems misguided that cities apply for UGB expansion, instead of Metro determining where and when they should occur.	7/16/2024 8:43 PM
159	The roads that people will use to come and go from the new area. The roads already don’t support the population.	7/16/2024 6:32 PM
160	As a regional government, I believe that Metro Councilors have a responsibility to go out and talk to communities about the vision the Metro Council has for them and to listen to community feedback where they are. Decisions at Metro are made with City and County staff attendance in morning meetings, but they should attend evening meetings with Councils and Planning Commissions to hear the citizens sides of the stories, not at Metro. My opinion.	7/16/2024 5:01 PM
161	If you plan for decline you will likely achieve it.	7/16/2024 9:07 AM
162	Better increase of diversity at Metro in the team.	7/16/2024 8:01 AM
163	Just say NO, there is no reason for it. Approving this sprawl is not what METRO is supposed	7/15/2024 8:52 PM

	to be doing.	
164	Please clean up the trails at Mount Talbert Nature Park. So much poison oak and we need to do gymnastics to avoid it when hiking.	7/15/2024 7:57 PM
165	Sad to see our farm la d go to waste, we will never have that fertil land back ever again	7/15/2024 6:50 PM
166	I'm really proud of Metro and the UGB. Let's keep moving, and do it thoughtfully and slowly.	7/15/2024 6:48 PM
167	Make sure to preserve wildlife habitat and include good solar and other renewable energy options	7/15/2024 6:00 PM
168	Prioritize affordable single family housing and safe and affordable public transit.	7/15/2024 5:23 PM
169	More public transportation. More parks and trees!	7/15/2024 5:15 PM
170	I vote for no growth, Mother Nature thanks you	7/15/2024 4:41 PM
171	Please consider the desires of the people who call Sherwood home. You only need drive down Roy Rogers Road and see the abomination of development there to understand our intense contempt at the idea of those developers getting any closer to our bucolic countryside and beautiful rural setting. A 42% increase in the size of our city is unnecessary and unwarranted. Construction of this size will be a burden to all who live in the area for years to come.	7/15/2024 3:47 PM
172	Expand the boundary the maximum amount possible! The region needs more single family homes-thousands more homes!	7/15/2024 3:03 PM
173	Our land use laws have served us well, and has strong support. Going forward, we need to be flexible to address opportunities as they arise, and act far faster.	7/15/2024 2:20 PM
174	Again, don’t mix residential with working farm ground. Example, Roy Rogers Rd, one side now high density residential and the other ACTUAL working farm ground.	7/15/2024 1:39 PM
175	Thanks	7/15/2024 1:20 PM
176	Don't encourage expansion of the UGB under the disguise of affordable housing. In-fill and up zoning in close-in locales can solve the housing needs and address traffic and transportation issues. With all the expansion, where will we be in 20 or 40 years? Sprawl is not the answer no matter what it is called. Smart in-fill and upzoning development makes sense -- especially given the aging demographics. The new single-family neighborhoods will be empty areas in 30 years. Thank you.	7/15/2024 1:20 PM
177	Metro needs to remember that UGB amendments can't be undone, and that the UGB is about the only truly effective growth management tool in the US today. Consequently, what Metro does with the UGB is central to its success as a regional government. Metro needs to embrace this critical role and lead publicly to build understanding and support for probably the only thing that it does that has true and lasting value and impact. In addition, Metro needs to work with its jurisdictional partners to maintain, revise and needed, and publicize its vision for the region. Today, the 2040 Concept Plan is now 30 years old. Metro has ignored it's fundamental role as regional planner for way too long. That vision is out of date, unknown, and not authoritative. Metro has been given the opportunity to lead with vision, but it has insisted on doing nothing of the sort. For too long, Metro leaders have insisted that no more planning is necessary while ignoring the plans and vision that it has. Further, plans only represent the consensus of the moment they were adopted. Keeping plans and visions alive is an ongoing responsibility. It require work and commitment, and Metro has provided neither. If Metro doesn't want the UGB savaged by self-interested development forces, then it needs to frame the UGB by something larger. Metro has completely failed to do that, and the result is the kind of result we saw in the last Legislative session where Democrats, led by Governor Kotek, championed UGB amendment actions that would fundamentally make Metro, and this process, irrelevant. In addition, while Metro Councilors name-check climate as a major concern, they do nothing. They continue to push for highway expansions, and they have done nothing to update the 2040 concept to reflect concerns for climate and carbon emission reduction. Frankly, the emperor, in this case Metro, has no clothes. But Metro certainly like what it sees in the mirror. Please get real! Stop playing games with the region's future and get to work, particularly on the things Metro is uniquely charged with. Time is flying and you are not in the game.	7/15/2024 1:17 PM
178	I do not support this at all! Fix downtown Portland first!	7/15/2024 1:15 PM
179	No more concrete jungle. The traffic is HORRENDOUS around here. Too many cars and new	7/15/2024 12:50 PM

	crappy homes.	
180	Wilderness spaces are important for so many reasons, especially as climate change will be making urban life even more warm and unbearable in the future. I'd rather see Metro use the space already allotted to it than paving over even more land.	7/15/2024 12:44 PM
181	Fewer parking lots, less sprawl, more dense housing, narrow freeways and add tolls, more bike paths	7/15/2024 10:36 AM
182	Quit allowing land waste with huge estates. Focus on density and cleaned up safe transit and bike paths.	7/15/2024 7:31 AM
183	No	7/15/2024 6:09 AM
184	Please don't expand. The city has plenty of room for development inside city limits. In addition king city has already expanded and is working on developing a large residential area just down the road.	7/14/2024 6:17 PM
185	Thanks for asking	7/14/2024 5:42 PM
186	Approve it	7/14/2024 5:16 PM
187	Don't let existing Sherwood residents vote down UGB expansions that are needed to help the region accommodate growth and affordability.	7/14/2024 4:02 PM
188	Just like with the Brookman Rd expansion I believe the council will push this through, regardless of your employers, the voters.	7/14/2024 3:43 PM
189	Prefer to not include Sherwood in the urban growth areas.	7/14/2024 3:30 PM
190	Please do not approve the Sherwood West Plan.	7/14/2024 2:25 PM
191	Light rail expansion on the 99 corridor	7/14/2024 12:48 PM
192	I reject the proposal. I think it’s important to keep farmlands and keep this city a somewhat “country” suburb. Tigard and tualatin are close enough and are incredibly overdeveloped. We don’t want Sherwood so overdeveloped. No one moved to Sherwood wanting it to end up like Tigard or tualatin.	7/14/2024 12:16 PM
193	This is not the right thing to do. When this was first proposed in 2015 it was a 50 year plan. Here we are 9 years later and they are moving forward full speed. We all were against this in 2015 and we still continue to be apposed now. Do not allow the sheriff expansion. With the expansion of King City it's already going to bring a huge influx of people, cars and business to this Sherwood area. We don't need more. We need land to grow food. We need trees. We need space for wild animals. This can not happen. As rural residents of Sherwood we can't vote on elected officials that make the choices that effect us and not those in town who do get to vote. Please let our voices be heard. We do not support this expansion. This is the only way we can be heard.	7/14/2024 12:09 PM
194	Do not expand Sherwood’s urban growth boundary	7/14/2024 10:52 AM
195	The city of Sherwood residents voted a resounding NO for expansion - 86% rejected this expansion plan. We are not willing to fund such expansion when we already added land into the UGB an poor planning as led to a waste of resources and ag land (massive high school that tax payers are having to pay for)	7/14/2024 10:32 AM
196	Resources are already scarce in rural Sherwood. Please don’t exacerbate that.	7/14/2024 10:29 AM
197	No more growth in Sherwood. We are being squeezed.	7/14/2024 10:16 AM
198	Metro should consider the city of Sherwood’s blatant rejection of the wants and needs of its residents and bordering residents. We have demonstrated over and over to the city and metro, that this expansion is both unneeded and unwanted. Much of developed Land within city limits sits vacant, neglected, and unused. Metro And the city of Sherwood should be protecting precious farm and agriculture space, rather than promoting urban sprawl. Please reject this proposal.	7/14/2024 10:14 AM
199	Schools cannot take any more students. Please consider grocery shops being better accessible. Growth isn’t always best.	7/14/2024 9:47 AM
200	Less low density housing. And how will Trimet serve this area?	7/14/2024 9:30 AM

201	For the love of god please get housing prices under control!	7/14/2024 8:21 AM
202	There needs to be infrastructure already IN PLACE before you expand. The 2020 bald peak fires are an excellent example of why we need to be prepared BEFORE you expand. This one incident required the involvement of many multi agencies and could have resulted in a much larger devastation and loss of forest, wildlife, domestic/farm animal life and human life if the plane dropping fire retardant wasn't diverted from Hagg Lake fire to Bald Peak.	7/14/2024 8:13 AM
203	Increase density and transit, anticipating future climate refugees.	7/14/2024 12:11 AM
204	The city has a lot of un unused or poorly used areas and they can be transformed to a better place like broadway corridor that solely adds over 1000 homes. This type of development should be a focus of the council.	7/13/2024 12:02 AM
205	Rather than building more outside of the UGB, let's focus on creating better spaces on the land that's already allocated. Densify current areas, we don't need to increase sprawl more.	7/12/2024 8:21 PM
206	Please consider the climate and the environment and understand that gasoline cars and infrastructure that prioritizes cars is killing us in heat waves. Please consider these very serious factors and look at Europe and Asia.	7/12/2024 6:16 PM
207	This expansion should have already happened before the School was built in 2015 - Newberg, Or has updated their area and we are left behind and deal with their traffic to Hillsboro.	7/12/2024 1:24 PM
208	Sherwood has the right ideas in mind with mixed developments and alternative transportation but they need to take them further, transit being extended into Sherwood west should also be explored as it's distance from the other bus lines would make access difficult and in the largest proposed area of lower cost housing in Sherwood those living in Sherwood west may be those most dependent on transit	7/12/2024 8:12 AM
209	I can't stress enough how important it is to preserve nature and avoid suburbs.	7/12/2024 8:04 AM
210	Future mass transit expansions, leave room in regional plan to allow for cheaper future expansions.	7/12/2024 12:26 AM
211	Preserve natural lands at all costs. Build up, not out. Increase density, disincentivize personal automobile ownership & provide clean, renewable public transit. Smaller urban boundaries increase access to nature for all, decrease fossil fuel emissions and preserves ecosystems. The Pacific Northwest is supposed to be a bastion of sustainability, let's live up to it.	7/11/2024 10:39 PM
212	I grew up in both Newberg and Tigard (divorced parents). I saw Sherwood go from some fields to what it is today. It sprawls a lot more than it needs too, and driving to there and through it is miserable. I'm nervous about continuing to focus on roads instead of public transit, and if we want housing to be affordable and Sherwood to be accessible to folks, it needs to move away from single family homes. Thank you	7/11/2024 7:03 PM
213	You really messed up in expanding Happy Valley without planning to run high capacity transit to serve it. You doubled down on this error by trying to run an expressway to serve the area, instead of transit. Now, you're on course to repeat your mistakes in Sherwood. Are you stupid, or just corrupt? Don't do it. Stop yourselves before you offend again.	7/11/2024 6:16 PM
214	Do not expand the UGB. No more freeways. No car dependence.	7/10/2024 10:17 PM
215	Please do what you can to encourage mixed-use transit-oriented density throughout the metro region, thanks.	7/10/2024 12:38 PM
216	Please don't expand the urban growth boundary in Sherwood. Our town has reached its limits.	7/9/2024 9:57 PM
217	Yes! The greatest consideration should be given to the plan and proposals from the local community.	7/9/2024 3:51 PM
218	no	7/9/2024 3:20 PM

Q1 What do you most want to see preserved as greater Portland continues to grow?

Answered: 340 Skipped: 25

#	RESPONSES	DATE
1	Portland and Oregon needs to keep our lands preserved, the farmland, the natural areas, and the like. There's been far too much expansion, with virtually no consideration to infrastructure. It's become so bad that I will likely move out of Oregon as the traffic is untenable. Areas like Bull Mountain and the expansion west into the Scholls area are disheartening and honestly depressing to witness. As someone who moved from Tigard to Sherwood to escape the rampant influx and horrendous planning, I'm fearful of what your plan is for Sherwood and beyond.	8/23/2024 10:06 AM
2	Parks and rec area	8/22/2024 9:51 PM
3	Farmland and rural areas	8/22/2024 9:44 PM
4	I most want to see our green spaces and parks preserved, ensuring that all generations can enjoy the natural beauty and outdoor opportunities that make Portland unique.	8/22/2024 9:42 PM
5	Farmland	8/22/2024 9:38 PM
6	Farm land	8/22/2024 7:24 PM
7	Our agricultural land!	8/22/2024 6:57 PM
8	Open space, farm land, landscape views	8/22/2024 6:51 PM
9	Mass transit	8/22/2024 6:46 PM
10	Farm land	8/22/2024 6:44 PM
11	Farm land, country roads, small town feel, less traffic,	8/22/2024 6:29 PM
12	Farmlands and fields	8/22/2024 6:28 PM
13	Partnerships across different levels of government, the private sector, and non-profit organizations.	8/22/2024 6:06 PM
14	Farmland	8/22/2024 4:57 PM
15	The Old Growth Timber 200 year plus trees	8/22/2024 4:38 PM
16	Ag land.	8/22/2024 1:13 PM
17	Farmland	8/22/2024 11:42 AM
18	Compact city (easy and quick to get from one side of the city to the other). Preservation of nature outside the city. Close proximity to nature.	8/22/2024 11:39 AM
19	I would like to see farmland and trees preserved. Everytime a developer comes in and develops land into $700K homes (not affordable to true Oregonians only california transplants) he cuts down 100's of large mature trees and plants one the size of a charlie brown christmas tree and calls it good	8/22/2024 10:11 AM
20	Our natural and rural areas.	8/22/2024 10:08 AM
21	Farmland and forest	8/22/2024 2:52 AM
22	Habitat for wildlife	8/21/2024 11:09 PM
23	As Portland grows I would like to see the beauty and charm of existing neighborhoods protected. Too often decisions are made which prioritize currently popular political priorities which end up trampling over the livability of existing neighborhoods.	8/21/2024 10:52 PM

24	Farmland, access to nature, a relatively compact city, lack of suburban sprawl, relatively low traffic congestion.	8/21/2024 10:47 PM
25	Tress and water quality	8/21/2024 9:32 PM
26	affordability	8/21/2024 8:16 PM
27	The natural beauty of Oregon should be preserved. It is also important to preserve wildlife habitat and local agriculture. Given global climate change Oregon wine country is anticipated to have large growth in industry in the upcoming future. Preserving land where this local agricultural can flourish is imperative. Protecting the water shed is also important, given the many threatened species that live in the surrounding area.	8/21/2024 6:06 PM
28	Farmlands and natural areas	8/21/2024 5:50 PM
29	The natural lands surrounding the city.	8/21/2024 4:55 PM
30	Livability. This includes affordability, connection to nature and lack of traffic congestion.	8/21/2024 4:22 PM
31	Livability and agriculture. The urban growth boundary is designed to protect farm land and preserve the livability of our state and it should be allowed to work as intended.	8/21/2024 3:40 PM
32	Continue to protect green spaces and saving older homes instead of developers coming in and bulldozing them down. incorporate more of these in newer developments. Seeing the high-density houses go in with little to no regard for trees, green space is making our area look every other area in the country instead of preserving the history and natural beauty of our state.	8/21/2024 2:58 PM
33	Preserve green spaces, prevent sprawl, increase density	8/21/2024 2:35 PM
34	1: Free Choice of how to pursue happiness, including where to live. 2: Rural acreage close to, and within greater Portland, that protects both natural and economic characteristics.	8/21/2024 10:54 AM
35	farm lands and wildlife.	8/21/2024 8:33 AM
36	Farm land	8/21/2024 7:10 AM
37	A good quality of life. Enough schools and jobs and roads to support the number of new homes being built. And preservation of the natural landscape.	8/20/2024 11:35 PM
38	Public green space Pedestrian and bike friendly community centers	8/20/2024 7:43 PM
39	Parks. Concerts, high quality establishments	8/20/2024 6:24 PM
40	Farmland and green spaces	8/20/2024 6:21 PM
41	I want to see farmland and natural areas continue to be preserved.	8/20/2024 6:19 PM
42	Green spaces, protected habitat areas	8/20/2024 5:00 PM
43	farm and forest land	8/20/2024 4:55 PM
44	Rural farmlands	8/20/2024 4:53 PM
45	Larger lot sizes	8/20/2024 4:49 PM
46	wildlife habitat, farmlands.	8/20/2024 4:48 PM
47	Farmland, green space, horizon lines.	8/20/2024 4:25 PM
48	Farm land and outdoor spaces	8/20/2024 4:20 PM
49	Productive farmland	8/20/2024 4:18 PM
50	PRESERVE Farmland, more density housing in areas already in the UGB, not increasing growth being driven by developers but SMART GROWTH	8/20/2024 4:10 PM
51	Protection of Title 13 areas in the form of small tree farms and woodlots where wildlife has take refuge, including creeks and wetlands.	8/20/2024 4:03 PM
52	Farm Land, open space, environmentally sensitive Areas	8/20/2024 3:52 PM
53	farmland, wild animal habitat, forests	8/20/2024 3:52 PM

54	Farmland, wineries, forests and parks	8/20/2024 3:46 PM
55	Green Space	8/20/2024 3:46 PM
56	Substantial wetlands & navigable water ways	8/20/2024 3:31 PM
57	Preservation of agricultural land and open space. The loss of agricultural land is disproportionate to the need for growth and expansion with industry. The focus should turn to using already developed urban land before expanding into precious agricultural areas.	8/20/2024 2:53 PM
58	Quality of life	8/20/2024 2:01 PM
59	Greenspace	8/20/2024 1:47 PM
60	Our farms, vineyards, our trees and affordable housing.	8/20/2024 10:54 AM
61	Green space and open land (used as natural reserves and agricultural areas)	8/20/2024 9:44 AM
62	Rail transit rights of way	8/19/2024 6:09 PM
63	farmland and country acreage preserved	8/19/2024 12:45 PM
64	Preserved nature, less sprawl	8/18/2024 11:22 PM
65	The current urban growth boundary boundary	8/18/2024 10:17 PM
66	Agriculture land.	8/18/2024 9:24 PM
67	Agricultural resources, our natural spaces, and our planet. Sprawl consumes more farm land, more natural habitats, and creates exponentially more GHG emissions which will destroy our planet.	8/18/2024 8:37 PM
68	Natural spaces	8/18/2024 8:30 PM
69	Slow it down, big housing developments with out the infrastructure is horrible. Take for instance, the high school the walk way across 99 3 years after the school opens. Someone had to get hurt before they did something . Now it’s just a cluster, and drop off one way in , one way out. I’m sick of the lack of common sense that goes into planning.	8/18/2024 7:01 PM
70	Farm land and green spaces near our urban centers.	8/18/2024 5:10 PM
71	Our green space and lack of sprawl. Part of what makes this area great is the density and strong urban growth boundaries that created the cities in the Portland area.	8/18/2024 3:42 PM
72	Keeping Sherwood a small town, single family homes and not apartments and condos.	8/18/2024 3:25 PM
73	Natural and agricultural land.	8/18/2024 2:37 PM
74	Farmland, keep the UGB in tact.	8/18/2024 2:25 PM
75	Our lush green spaces and forests	8/18/2024 2:25 PM
76	Keep the current UGB and grow through infill housing	8/18/2024 1:35 PM
77	Farmland & trees.	8/18/2024 1:21 PM
78	Honestly, as someone who has lived in Sherwood for 15 years, calling it part of "greater Portland" in the first place is offensive and concerning. What I want to see preserved for *Sherwood* is that the small town and surrounding farmland does not get sucked into the crime, homelessness, drug use, and other blight infecting Portland proper.	8/18/2024 1:20 PM
79	The existing UGB.	8/18/2024 1:11 PM
80	Nature and valuable farmland	8/18/2024 12:49 PM
81	Farmland - use the old and empty buildings before allowing to build more.	8/18/2024 12:29 PM
82	Farmland and forest.	8/18/2024 11:27 AM
83	Farm land	8/18/2024 10:00 AM
84	Farm land and better infrastructure to handle the growth, BEFORE you grow anymore!	8/18/2024 9:40 AM
85	Farms, woodland areas, and small town atmosphere.	8/18/2024 7:48 AM

86	Rural farm land	8/18/2024 7:19 AM
87	Agriculture, farmland, forestry. Repurpose or demo existing old buildings and land that is wasted within the current boundaries.	8/18/2024 7:08 AM
88	Parks, farms, Open space	8/18/2024 6:28 AM
89	Nature, trees, fields	8/18/2024 1:08 AM
90	farmland	8/17/2024 8:46 PM
91	Affordable housing and access to parks, state parks, green areas, etc	8/17/2024 2:48 PM
92	I value the variety of outdoor activities.	8/17/2024 9:10 AM
93	Farmland and forest	8/17/2024 8:27 AM
94	Farmland	8/17/2024 8:02 AM
95	Keeping urban sprawl limited, maintaining natural lands especially wetlands and wild habitat.	8/17/2024 5:18 AM
96	Forest and farm land	8/16/2024 11:03 PM
97	We need more space. We are ruining life for the majority in order to appease the few, often very wealthy. UGB is not a great thing.	8/16/2024 9:55 PM
98	Rural spaces and limiting growth of surrounding cities	8/16/2024 9:31 PM
99	Quality of life and open spaces. Putting high density homes in areas without transportation options will lead to excessive congestion.	8/16/2024 4:23 PM
100	Safe, clean and robust communities living in harmony with open protected spaces	8/16/2024 4:23 PM
101	Agricultural land that makes the area what it is. No more packed together houses with no character.	8/16/2024 11:44 AM
102	farmland, natural spaces, lower traffic	8/16/2024 7:35 AM
103	Water & air quality.	8/15/2024 1:41 PM
104	Green space…parks…small produce farms	8/15/2024 12:15 PM
105	Farmland and scenic beauty	8/14/2024 1:08 PM
106	Fertile Farmland, natural habitats and forests.	8/14/2024 7:01 AM
107	Farmland, which is why I bought in Sherwood 20 years ago	8/14/2024 6:25 AM
108	Farmland	8/14/2024 5:31 AM
109	I would like to see farmland and the farming communities around Portland continue to thrive. Adding additional sprawl will not allow Oregonians to continue to thrive as ranchers, farmers and country folk. It changes the landscape and ruins what makes Oregon great.	8/13/2024 10:06 PM
110	WINERIES , AND FARMLAND IN SHERWOOD OREGON.	8/13/2024 8:58 PM
111	Our green spaces are quickly disappearing and being replaced by industrial buildings and high density houses. It is having an impact on different industries, air quality, congestion and more. We are building faster than we are growing trees and it is sad to see. Oregon is beautiful because so much of nature has been protected, at least until recent years.	8/13/2024 7:54 PM
112	farmland	8/13/2024 4:45 PM
113	Family farms	8/13/2024 4:06 PM
114	Sherwood and surrounding farm land areas so that there is retained access to local fresh farm products.	8/13/2024 3:46 PM
115	rural areas, farms, wineries, parks, natural areas	8/13/2024 3:29 PM
116	Less density in building. More single family homes instead of apartments.	8/13/2024 1:58 PM
117	Old growth tall trees, all greenways, wetlands, natural habitat, waterways, farmland, open fields.	8/13/2024 12:55 PM

118	Land as mark twain said " buy land they aren't making it anymore" Meaning it's hard to get back the land that is absolutely needed for farmers who have a hard time as it is to grow food for our community and wildlife plus the more homes the more pavement ie more heat and less country.	8/12/2024 6:13 PM
119	Livable neighborhoods with yards.	8/12/2024 5:29 PM
120	old trees, convenient public transit	8/12/2024 4:56 PM
121	Parks, recreation, libraries, and open spaces and agricultural land free from future development	8/12/2024 4:44 PM
122	Less people less traffic	8/12/2024 10:01 AM
123	I want to see land, farms, and agriculture preserved	8/12/2024 7:23 AM
124	Condense cities save farm land, Forrest and open spaces	8/11/2024 10:45 PM
125	Farmland and wilderness areas - please protect Oregon agriculture	8/11/2024 8:32 PM
126	Preserve green spaces in Sherwood. Oregon’s public perception is lush greenery, and yet everywhere I look in my community the green is systematically removed. It’s ugly and heartbreaking.	8/11/2024 8:15 PM
127	Árboles, parques zonas verdes. Tree, nature rich parks, more trees.	8/11/2024 2:32 PM
128	Farmland, rural spaces, forests	8/11/2024 10:27 AM
129	The availability of single family detached homes to a wide range of homeowners. Surveys continue to say young people still desire home ownership and the changing needs of baby boomers are not being met.	8/11/2024 8:18 AM
130	Our farm land! I have lived here all my life (57 years) it truly makes me sad to see Metro being hijacked by developers. The idea of the urban growth boundary was a great vision to keep urban sprawl from ruining our way of life the way it has in so many large cities, but I have seen over the years that the Urban Growth Boundary has increasingly meant nothing. Constantly building is not sustainable. We need to revisit, at the deepest level, why the Urban Growth Boundary was created in the first place and go back to the time when it meant something. When it was used as a tool to continue a high quality of life.	8/10/2024 6:05 PM
131	I would like to see the cost of housing preserved over all other things.	8/10/2024 11:46 AM
132	Protect Farm land	8/10/2024 10:36 AM
133	Agricultural and forest land	8/10/2024 9:58 AM
134	Farm land It is very sad to see so much farm land get swallowed up by large housing developments, and now on Roy Rogers Rd. businesses are taking over farm land.	8/10/2024 7:37 AM
135	Greenspace, single family home neighborhoods, safe parks.	8/9/2024 11:15 PM
136	Single family homes with actual yards	8/9/2024 6:07 PM
137	single family homes	8/9/2024 5:50 PM
138	Open spaces, small farms, and rural lifestyle within the Sherwood UGB area. While growth is necessary to address future needs it must be done smartly and prudently considering all factors and concerns particularly from those directly affected by proposed changes .	8/9/2024 11:13 AM
139	Natural spaces without residential expansion and subdivision creation.	8/9/2024 9:51 AM
140	Natural habitats, green spaces/bridges, farmland, more density less urban sprawl.	8/9/2024 9:32 AM
141	Rural and precious farm land, forest, timber and green spaces including waterways.	8/9/2024 6:58 AM
142	Our roads being somewhat managable with traffic. As a 5th generation oregonian with a 6th gen daughter. The traffic is getting horible.	8/8/2024 9:04 PM
143	Stop building everywhere. Save the trees for weather preservations in the heat. More trees more rain, win win, end the drought. Save wildlife.	8/8/2024 8:18 PM
144	Farmland	8/8/2024 7:45 PM

145	Farm land, forests, and welands	8/8/2024 7:45 PM
146	Forests, wildlife, farmland	8/8/2024 7:28 PM
147	Farmland	8/8/2024 7:19 PM
148	Farmland, wildlife areas, green space	8/8/2024 7:05 PM
149	Farmland. No concrete jungles or suburban sprawl like California	8/8/2024 6:28 PM
150	Keep land as is. No more commercial building	8/8/2024 6:24 PM
151	Trees' and open spaces.	8/8/2024 5:38 PM
152	open farm land and large open spaces for trees and parks	8/8/2024 3:43 PM
153	Farmland and small family run farms	8/8/2024 1:58 PM
154	I'm not sure about preserved per se, but funding provided for parks and trails should be prioritized to maintain green spaces and multimodal transportation options.	8/8/2024 1:04 PM
155	Suitable land prepared for residential, commercial, and industrial use inside the urban area with fewer governmental barriers	8/8/2024 12:02 PM
156	Small town feel	8/8/2024 11:42 AM
157	Land and small town feels	8/8/2024 11:42 AM
158	We need to preserve the quality of life that Portland is known for. Outdoor beauty, healthy local economies, environmental quality.	8/8/2024 11:25 AM
159	Farm lands, green forested areas. Not urban sprawl or mini malls	8/8/2024 11:04 AM
160	Farms	8/8/2024 10:47 AM
161	Open space	8/8/2024 10:12 AM
162	Preserve farmland, do not increase traffic on already broken road infrastructure	8/8/2024 9:54 AM
163	Family farms and farm and forest land	8/8/2024 9:42 AM
164	Open spaces, wildlife preservation	8/8/2024 9:37 AM
165	The love the great non developed area we live in. Metro continues to invade our small country feel. We don’t need more bullying that Metro brings to the table.	8/8/2024 8:49 AM
166	Out beautiful trees and open spaces without city sprawl and tight housing	8/8/2024 7:14 AM
167	Trees, farms, natural beauty, clean air, TRAFFIC CONTROL	8/7/2024 11:21 PM
168	Access to green spaces, forests, natural areas	8/7/2024 8:39 PM
169	Farmlands, open spaces, parks	8/7/2024 8:21 PM
170	trees, nature, farms, agriculture, clean air, no pollution, protect environment	8/7/2024 7:57 PM
171	affordable housing, jobs, community safety, people of color in charge of decisions	8/7/2024 4:34 PM
172	Homes less than 500k with yards greater than 5,000 square feet. I like to garden, but I am not wealthy.	8/3/2024 8:26 PM
173	Strip clubs, porn theaters, a verity of convenience stores	8/3/2024 3:14 PM
174	The rights of farmers & their families, farmland, native plants & trees & wildlife including the protected nesting areas, hunting grounds & migratory routes including aerially. Once forest, farm rural land is paved it can never be restored. There's plenty of opportunities to convert un-used, partially or under-used land, buildings, homes within the UGB to better, more efficiently & effectively house people to be close to jobs, social services & stores & medical services without permanently destroying, compromising & polluting protected, finite and rich 'world class' soil, land or water. Also, with being resourceful, creative & utilizing recently passed regulation, it's possible to prevent the destruction of protected wildlife, native plants & essential tree canopies & conserve the history, beauty, rich soil, farmland, nature & topography of Oregon.	8/3/2024 12:50 PM

175	Natural areas, specifically varied wetlands.	8/2/2024 11:42 PM
176	Existing areas of non-residential community spaces, e.g. restaurants, shops, meeting spaces, gardens, etc., that are a reasonable walking/biking distance from homes	8/2/2024 3:13 PM
177	Parks and trails for the community	8/1/2024 12:31 PM
178	Farm land	7/31/2024 11:31 AM
179	Bigger natural landmarks such as lakes, river beds, and heavily, dense, forested areas far outside the current developments	7/31/2024 8:37 AM
180	Continued preservation of natural spaces such as Metro has been doing.	7/30/2024 7:44 PM
181	nature, forests	7/30/2024 2:53 PM
182	The livability of the area. Which would not include expanding the area without an adequate transportation system. Travel times on I-5 and 99W that include Sherwood have almost doubled in the last 20 years.	7/30/2024 8:55 AM
183	It is sad to see all the apartment buildings being constructed with little or no greenspace planned into the designs. People living in apartments need nature too!	7/30/2024 8:22 AM
184	character in neighborhoods and diverse housing options	7/30/2024 7:14 AM
185	Accessible commercial and residential spaces for people with mobility issues. Affordable housing. More public trash cans. More parking.	7/29/2024 11:37 PM
186	Areas con naturaleza,transportación pública.	7/29/2024 7:21 PM
187	Access to natural areas, close to the city. Green space amidst population growth.	7/29/2024 11:48 AM
188	Stafford Area- A regional Climate Action Plan should be developed. Area is surrounded by 4 of the top 5 greenhouse gas emitters in the region. Stafford is the "ONLY" open space area that would be a GREAT carbon sequestration sink. Council are on board with this.	7/29/2024 9:35 AM
189	green spaces, old growth trees, wildlife habitat, peaceful surroundings	7/29/2024 7:48 AM
190	NO SPRAWL, MORE DENSITY	7/28/2024 12:50 PM
191	Rural areas outside the urban growth boundary. Walkable/bikable neighborhoods within the urban area.	7/28/2024 8:34 AM
192	Natural áreas, forest, farmlands	7/28/2024 8:26 AM
193	I want to be able to leave the metro with a short 20 minute drive. I don't want so much congestion that I cannot leave the city/suburbs in a reasonable amount of time.	7/25/2024 7:17 PM
194	Strong neighborhoods, nice parks for recreation	7/24/2024 5:33 PM
195	Wise planning for growth, taking into consideration needs and protecting farm land and natural resources.	7/24/2024 3:55 PM
196	The opportunity to produce housing as inexpensively as possible to keep housing affordable for all regional residents.	7/24/2024 11:56 AM
197	Our current UGB. Enough sprawl. I left San Diego 16 years ago because sprawl ruined California. Let's not repeat that mistake here.	7/24/2024 7:32 AM
198	Forest/habitat for animals	7/24/2024 12:10 AM
199	Good jobs, all kinds of housing options that are attractive and safe, parks, agriculture and businesses to employ people so that we can manufacture top-notch goods in Oregon.	7/23/2024 9:20 PM
200	Denser development	7/23/2024 8:54 PM
201	Create access to good housing in good neighborhoods. Overall preserving existing neighborhood communities and enabling good communities for the future.	7/23/2024 8:30 PM
202	I want to preserve our region's phenomenally productive farm and forest land, which we have tragically failed to do in the face of exclusionary, detached single family home mandates, particularly though not exclusively in suburban areas.	7/23/2024 6:39 PM

203	Vacant land	7/23/2024 6:19 PM
204	Property rights and value	7/23/2024 3:19 PM
205	The historic human scale neighborhoods left from the old streetcar network, small city blocks, mixed use and multi family housing	7/23/2024 3:14 PM
206	Low traffic around Farm/Agriculture areas, due to animals, crops and machinery.	7/23/2024 2:12 PM
207	agricultural land and nature habitat	7/23/2024 12:06 PM
208	Farmland. We need LOCAL food sources.	7/23/2024 11:17 AM
209	Farmland and rural areas at risk of development	7/23/2024 2:36 AM
210	Environment especially our tree canopy	7/22/2024 3:06 PM
211	I want to see med-high density housing to be prioritized over single family lots	7/22/2024 6:07 AM
212	Natural beauty	7/21/2024 12:16 PM
213	Wildlife habitat	7/21/2024 10:35 AM
214	Green space	7/21/2024 9:49 AM
215	The area is losing residents. There's no reason to extend the growth boundary.	7/21/2024 9:00 AM
216	Urban growth boundaries	7/20/2024 9:12 PM
217	The forests and natural ecosystems	7/20/2024 8:57 PM
218	Our urban growth boundaries should be permanently locked in place. Any growth should occur in existing urbanized land; in other words, densify, densify, densify.	7/20/2024 7:38 PM
219	Public spaces	7/20/2024 10:41 AM
220	I want to continue to see communities that provide great access to natural areas, preferably within a short walk or bike ride for most residents. I think our parks are some of our most valuable resources and they contribute so much to the health of the community.	7/20/2024 9:28 AM
221	Park land and the proximity to natural spaces (farms, forests, etc).	7/20/2024 7:41 AM
222	As much uninhabited natural habitat as possible. Including undeveloped riverfronts and other areas adjacent to waterways. Bring back the wetlands of Portland.	7/20/2024 12:38 AM
223	Natural/green spaces.	7/19/2024 4:15 PM
224	The ability to escape the urban and suburban area in a short distance.	7/19/2024 2:06 PM
225	Washington Park, Forest Park, alongside all of our other parks in Portland.	7/19/2024 12:40 PM
226	Agricultural land should not be re-zoned without the owner paying the net back taxes instead of receiving a windfall.	7/18/2024 9:44 PM
227	Green spaces.	7/18/2024 12:03 PM
228	Farm & forest. No expansion to the UGB.	7/18/2024 10:20 AM
229	Tree canopy, green spaces, floodplains. Tree canopy is the most important.	7/18/2024 6:16 AM
230	Rivers and streams, watersheds, and walking paths that provide access for all	7/17/2024 11:12 PM
231	Green space , fields, undeveloped land!!	7/17/2024 6:04 PM
232	Wetlands, riparian areas, forest tracts	7/17/2024 2:18 PM
233	Our land	7/17/2024 2:00 PM
234	Portland's commitment to creating dense, efficient, and affordable housing where people want to live.	7/17/2024 9:20 AM
235	nature	7/17/2024 1:16 AM
236	Farmland when possible	7/16/2024 11:18 PM

237	Farm and forest areas	7/16/2024 8:46 PM
238	The core downtown businesses and restaurants as well as the neighborhood restaurants and small businesses	7/16/2024 8:44 PM
239	Protect farms, forest, rural areas, quality of life, and our smaller urban footprint	7/16/2024 8:26 PM
240	Green spaces	7/16/2024 6:51 PM
241	Trees and natural spaces	7/16/2024 6:26 PM
242	Natural areas of forest, marshes, and waterways that help absorb lower the intense heat of summer and absorb the extreme rain events we have been experiencing.	7/16/2024 5:52 PM
243	Open spaces, green space.... Just because people want to move here does not mean we need provide it	7/16/2024 12:20 PM
244	Housing Variety and natural resources.	7/16/2024 10:24 AM
245	Police presence/relationships with all community members to keep our city safe	7/16/2024 8:09 AM
246	Parks and Trails	7/16/2024 8:00 AM
247	Low cost homes	7/15/2024 10:34 PM
248	Portland isn't necessarily growing. The growth assumption relies on more in-migration than out-migration, not the case recently. Portland needs to contain and preserve METRO borders. Do not build on more farmland just because it is easy. Re-develop, re-purpose, re-use existing real estate...land and buildings.	7/15/2024 8:39 PM
249	As much forest and wetlands as possible.	7/15/2024 7:50 PM
250	Space for wildlife: safe places for birds, forested areas, wetland, river access, etc. I hate watching wildlife be killed or relocated because we don’t leave them space in our communities to live.	7/15/2024 7:17 PM
251	Our small cities and metro to be dissolved	7/15/2024 6:47 PM
252	Portland is a city of neighborhoods - I want that amazing diversity and sense of wonder (one experiences) kept (not preserved - like jam) and CELEBRATED!	7/15/2024 6:41 PM
253	Open spaces, the integrity of old neighborhoods- historic ones in particular, balance of low income to market rate to high end market rate- in other words a balance that includes all demographics, easily walkable and access to shops, schools, work, safety, safe and beautiful public spaces	7/15/2024 5:54 PM
254	Housing affordability and a strong economy	7/15/2024 5:28 PM
255	Habitat and habitat connectivity... keeping the 30 by 30 vision in mind (conserving 30% of the land by 2030)	7/15/2024 5:22 PM
256	Affordable single family housing	7/15/2024 5:19 PM
257	Forest. More TREES!!	7/15/2024 5:12 PM
258	Save the old historic houses	7/15/2024 4:37 PM
259	Safe cities, funded schools, managed traffic flow	7/15/2024 4:03 PM
260	Open spaces, farmland, winery areas, forested areas	7/15/2024 3:31 PM
261	The small town feel of my City (Tigard). I want to preserve the LACK OF homeless camps taking over our streets, parks and public spaces. I want to preserve the conservative values of neighborhoods, family and community vs. ushering in progressive and liberal ideologies.	7/15/2024 3:25 PM
262	Existing oatks	7/15/2024 3:00 PM
263	Our community. I do not want to service homeless in the “greater” area.	7/15/2024 2:52 PM
264	Green space	7/15/2024 2:38 PM
265	balance and faster decision making for UGB expansion	7/15/2024 2:14 PM

266	Old building, architecture and history preserved...	7/15/2024 1:45 PM
267	Existing wild places, farm land and native areas	7/15/2024 1:41 PM
268	DON'T mix farm land with subdivisions…. It's hard enough to farm without traffic making moving equipment harder. And the commuters are so angry at them being on the road….	7/15/2024 1:35 PM
269	Access to parks, forests, trails and biking infrastructure.	7/15/2024 1:17 PM
270	Agricultural land and wilderness. Discourage sprawl and residential that requires automobiles as the primary or only source of access.	7/15/2024 1:12 PM
271	Clean up Portland before spreading outwards to further communities!	7/15/2024 1:11 PM
272	Access to nature, clear difference between urban and nonurban.	7/15/2024 12:58 PM
273	Farm land.	7/15/2024 12:47 PM
274	Forests and farms	7/15/2024 12:44 PM
275	Forests and nature areas to protect animals	7/15/2024 12:41 PM
276	The ability to get outside the city boundaries within a short amount of time. Keep the boundary where it is and preserve the surrounding farmland and wide open spaces.	7/15/2024 12:40 PM
277	Habitat connectivity and opportunities for people to connect to nature close to where they live.	7/15/2024 10:53 AM
278	Urban growth boundary (PLEASE PREVENT SPRAWL!), parks, natural areas, bike paths	7/15/2024 10:35 AM
279	Vibrant, dense urban neighbors, along with green spaces.	7/15/2024 9:56 AM
280	Green space in the form of parks inside the UGB.	7/15/2024 7:25 AM
281	Trees and parks	7/15/2024 6:59 AM
282	Parks, greenspace, forests.	7/15/2024 6:34 AM
283	Middle income housing. Don't expand the boundary for McMansions.	7/15/2024 6:07 AM
284	Vulnerable ecosystems and natural areas.	7/15/2024 12:26 AM
285	Nature, local communities, and parks.	7/14/2024 9:17 PM
286	I want to ensure existing small businesses and minority-run businesses are preserved. I want minority neighborhoods to be preserved and not gentrified or torn down. I want to preserve nature and existing waterways.	7/14/2024 9:11 PM
287	Land. Farm fields. Country. Acres	7/14/2024 7:33 PM
288	Our natural and agricultural land outside city boundaries.	7/14/2024 6:14 PM
289	Green spaces for all	7/14/2024 5:37 PM
290	Water and land	7/14/2024 5:29 PM
291	Community	7/14/2024 5:15 PM
292	Greenways along waterways and ridgelines. Nature parks at major high points. High value agricultural land in WashCo and ClackCo.	7/14/2024 3:55 PM
293	Rural communities and farming communities.	7/14/2024 3:35 PM
294	Less growth, more green space and trees	7/14/2024 3:25 PM
295	I would like to see greenspaces preserved. I want my children to continue to see wetlands and the plentiful creatures that live there. I'd like to see the beauty of our area maintained.	7/14/2024 2:16 PM
296	Green areas, envrionment protected, private forests protected and waterways protected.	7/14/2024 1:53 PM
297	Forests and farmlands.	7/14/2024 12:58 PM
298	Green space.	7/14/2024 12:44 PM
299	Farm lands and agriculture	7/14/2024 12:12 PM

300	I would like to see our growth boundary remain the same, as the region has plenty of land that already sits empty, or ripe for redevelopment.	7/14/2024 11:25 AM
301	Farmland, rural areas, trees I want to keep these small communities small.	7/14/2024 11:24 AM
302	Our small community size of sherwood	7/14/2024 11:19 AM
303	Sherwood as a smaller town.	7/14/2024 11:16 AM
304	Land	7/14/2024 10:48 AM
305	Agriculture and farm land	7/14/2024 10:28 AM
306	Small towns stay small towns. Water in the hills is already becoming scarce.	7/14/2024 10:25 AM
307	Green space, farming communities, small towns	7/14/2024 10:13 AM
308	Farmland, agriculture and green spaces	7/14/2024 10:03 AM
309	Farms.	7/14/2024 9:43 AM
310	Wetland, existing forest, prairie, agriculture.	7/14/2024 9:25 AM
311	Not allowing transients and pan handlers in our nice city. Less small cheap housing.	7/14/2024 8:43 AM
312	Safe and pleasant biking and walking in all neighborhoods. Opportunities for neighbors to be together outside.	7/14/2024 8:17 AM
313	Stop the sprawl. Look to Los Angeles to see the negative affects. There needs to be balance.	7/14/2024 8:06 AM
314	Increase density while preserving existing greenspace	7/14/2024 12:07 AM
315	Green space, forest lands, infrastructure in existing neighborhoods.	7/13/2024 10:53 AM
316	Diversity in architecture, close attention to public transportation development	7/12/2024 11:40 PM
317	I love that Portland has beautiful nature very close to the metro area limits. It's always heartbreaking to see nature torn down and continue urban sprawl. I saw this first hand in Tigard near Roy Rogers and scholls ferry. I also really like how the Portland area doesn't feel like it has crazy urban sprawl and that you can get through the city quickly. Other cities with large urban sprawl that come to mind are phoenix, Denver, and LA. I don't want Portland to be anything like those cities.	7/12/2024 8:13 PM
318	Access to natural areas.	7/12/2024 7:47 PM
319	Transit access, bike lanes, sidewalks, neighborhood density, mixed use zoning	7/12/2024 6:10 PM
320	farmland	7/12/2024 5:31 PM
321	As a working commuter from Sherwood to Portland - there is nothing of value to preserve.	7/12/2024 1:10 PM
322	Population density and shared public spaces	7/12/2024 12:14 PM
323	Preserve park spaces, natural ecosystems, walkability/access to public transport.	7/12/2024 7:47 AM
324	Access and proximity to nature, metro in places and Sherwood itself especially have done well at incorporating/mixing natural area into its development, this should not falter and maybe even should improve and expand some.	7/12/2024 7:15 AM
325	Green spaces and parks, nature trails / natural areas, low-height buildings.	7/12/2024 7:12 AM
326	Wildlife corridors and community spaces.	7/12/2024 12:22 AM
327	Nature! Please keep the city from expanding even more in unsustainable ways.	7/11/2024 11:52 PM
328	Nature. Expanding the urban growth boundary negates needed commitments to mitigate climate change and stop ecosystem destruction. Leave land untouched, humans are not the only creatures entitled to the Earth and this land in particular.	7/11/2024 10:31 PM
329	Our green spaces. The thing that makes this place desirable (and livable as the climate warms) is our older growth wild spaces. Single family homes are not needed as much as shared green spaces.	7/11/2024 6:57 PM
330	The trees, farmland, natural areas, and historic pre-WW2 elements of our built environment	7/11/2024 6:12 PM

	that remain.	
331	Farmland and natural areas.	7/11/2024 4:27 PM
332	The semi-rural aspect of life on the outskirts of the UGB.	7/11/2024 10:33 AM
333	Forests, rural areas, non developed land outside the urban boundary	7/10/2024 10:14 PM
334	Agriculture land	7/10/2024 9:51 PM
335	Single Family Housing with a yard	7/10/2024 8:30 PM
336	Abundant close natural areas. Stewardship of those areas.	7/10/2024 5:14 PM
337	Natural areas and green spaces. Valuable historic buildings and community buildings.	7/10/2024 12:08 PM
338	The beauty and tranquility of the countryside of west Sherwood needs to be preserved. We don’t need any more subdivisions nor apartments out here.	7/9/2024 9:48 PM
339	The ability of local governments to be able to make decisions in their own cities best interest. Free of regional and state government interference. There are plenty of general guidelines in place.	7/9/2024 3:43 PM
340	individual livability, nature, neighborhoods, small businesses, small scale schools and other public facilities, good jobs, happy people and families,	7/9/2024 3:15 PM

Q2 What changes would you like to see as greater Portland continues to grow?

Answered: 340 Skipped: 25

#	RESPONSES	DATE
1	Infrastructure to support the insane influx of people. Traffic is horrific, the building is out of control, and people who have lived here longer than 20 years cannot afford to live here any longer. PDX is no longer amenable to folks, do something about the homeless issue and put checks in place on overdevelopment without infrastructure development.	8/23/2024 10:06 AM
2	More affordable housing	8/22/2024 9:51 PM
3	Less attention to Metro and more attention to individuals	8/22/2024 9:44 PM
4	I'd like to see more affordable housing options integrated into all neighborhoods, better access to public transportation, and the creation of inclusive community spaces that reflect and support the diversity of the Portland metro area.	8/22/2024 9:42 PM
5	Lower density housing w/larger lots	8/22/2024 9:38 PM
6	Growth for the people, not for the developers	8/22/2024 7:24 PM
7	More awareness and protection of our green spaces. The way to do this is NOT by these large swaths of land covered by cookie cutter housing with no yards or trees. So much of our agricultural land has already been covered with these. It needs to stop!	8/22/2024 6:57 PM
8	Less new houses and empty business buildings	8/22/2024 6:51 PM
9	Greater density, more mass transit	8/22/2024 6:46 PM
10	Road improvements	8/22/2024 6:44 PM
11	Stop the sprawl. Start building up not out. Use the land and vacant buildings already in existence! Less property taxes!!!	8/22/2024 6:29 PM
12	Less industrial. Warehouses continue to be built even though there is a plethora of empty warehouse space. The existing warehouse space should be utilized prior to any further construction, or permits for that matter, proceed.	8/22/2024 6:28 PM
13	Allow our region to be nimbler in addressing current and future housing and employment needs.	8/22/2024 6:06 PM
14	Revitalize urban areas that are abandoned and deteriorating areas.	8/22/2024 4:57 PM
15	Family Housing next to and adjoining parks and wetland areas.	8/22/2024 4:38 PM
16	Greater consideration of door to door transportation needs.	8/22/2024 1:13 PM
17	Implementation of plans to handle increased traffic that comes with development.	8/22/2024 11:42 AM
18	More infill housing in high opportunity areas so that Portlanders aren't priced out to the edges of the city. More investment in public and active transit infrastructure.	8/22/2024 11:39 AM
19	Not burdening the existing property owners with the infrastructure improvements and additional schools needed for those that don't even live here (yet).	8/22/2024 10:11 AM
20	Greater density and infill, especially such that it creates mixed-income buildings and communities	8/22/2024 10:08 AM
21	I would like to see underutilized or unused land and buildings be repurposed vs. continued sprawl into the countryside.	8/22/2024 2:52 AM
22	Smart density that positively impacts social predictors of health and safety	8/21/2024 11:09 PM
23	There should be better thought out investment in our transportation network. Prioritize auto traffic with high capacity, attractiveness, and generous amounts of off street bike routes. Pay	8/21/2024 10:52 PM

	attention to existing traffic patterns and work to make them more efficient.	
24	More density, more abundant infill housing, investment in transit so areas like Sherwood are reachable from areas like Gresham.	8/21/2024 10:47 PM
25	Homelessness and crime crack down	8/21/2024 9:32 PM
26	I would like to see a ton more infill. there are a lot of brownfield opportunities and a lot of neighborhoods that could thicken-up and benefit the existing residents as well as new ones	8/21/2024 8:16 PM
27	I would like to see policies enacted that are mindful, of and protect, the environment.	8/21/2024 6:06 PM
28	More recognition of climate changes needs in planning. We need local resources for food.	8/21/2024 5:50 PM
29	Higher density within the UGB to limit the cities impact on the environment and increase the city’s tax revenue per acre.	8/21/2024 4:55 PM
30	More affordable housing.	8/21/2024 4:22 PM
31	I would prefer growth happen through infill and greater density than the sprawling developments currently threatening our ag ground and green spaces.	8/21/2024 3:40 PM
32	More focus on reducing traffic that is not just adding public transit or tolls. With so much high-density development going in, it's becoming worse and worse everyday. Figure out and invest in roadways that make sense instead of just assuming people will take public transit. Or actually make our light rail more useable/high-speed...it takes 45 min to go from Beaverton transit center to PGE park. If we actually had express rail, I think more professionals and commuters would consider railway.	8/21/2024 2:58 PM
33	Increased density, transit, walking and biking infrastructure. "Baseline analysis conducted for this Urban Growth Report reveals that there is likely room to accommodate most, if not all, of the region’s existing and future housing needs inside the existing UGB for the next 20 years. "	8/21/2024 2:35 PM
34	Transportation options that efficiently use current and practical evolving modes of transportation. As an example, I do not want to see another bridge project (such as the Tillicum Crossing) that, through social engineering, only provides for a very small percentage of the population.	8/21/2024 10:54 AM
35	Road and traffic improvements.	8/21/2024 8:33 AM
36	Less government	8/21/2024 7:10 AM
37	Roads that are designed to alleviate congestion. Sherwood is small town but I sit in traffic a lot. There should be a traffic light at Chapman Rd and Hwy 99.	8/20/2024 11:35 PM
38	Redeveloping existing underutilized urban areas.	8/20/2024 7:43 PM
39	More safety. Traffic ease. High paying jobs so people here don't need to travel so far to work.	8/20/2024 6:24 PM
40	I would like to see revitalization of already developed areas.	8/20/2024 6:21 PM
41	I would like to see more critical thought in regards to expanding the UGB.	8/20/2024 6:19 PM
42	Less industrial near neighborhoods	8/20/2024 5:00 PM
43	better use of land already within the existing urban growth areas	8/20/2024 4:55 PM
44	Traffic congestion considered more intensly when developing neighborhoods	8/20/2024 4:53 PM
45	Urban growth expansion	8/20/2024 4:49 PM
46	thoughtful expansion rather than what is happening in Sherwood. The Sherwood proposal is way too large for a city of this size and encroaches on native habitats and pristine farmlands.	8/20/2024 4:48 PM
47	Is it truly growing or are we just following the money?	8/20/2024 4:25 PM
48	Smaller pockets of houses instead of mass acres of land covered with housing	8/20/2024 4:20 PM
49	Restoration of life in Portland's downtown core, the heart of greater Portland.	8/20/2024 4:18 PM
50	Again, more public comment, too many developers s d city councils looking for a tax base are driving decisions related to the UBB	8/20/2024 4:10 PM

51	Encourage and support business placement in downtown Portland area in order to utilize already existing business areas. Preserve rural areas and Oregon farming families.	8/20/2024 4:03 PM
52	Keep industrial in industrial areas and residential in residential areas, and do not invade the agricultural reserves	8/20/2024 3:52 PM
53	adequate roads, more dense housing, affordable housing	8/20/2024 3:52 PM
54	More infill and creative uses of office buildings and abandoned warehouses	8/20/2024 3:46 PM
55	Increased public transportation	8/20/2024 3:46 PM
56	housing to be more affordable, transportation system that works	8/20/2024 3:31 PM
57	Better review, consideration and preservation of agricultural land in the metro area for growth. The building and growth has not kept pace with our current resources, infrastructure and good land use management and planning.	8/20/2024 2:53 PM
58	Dedicated transportation corridors to expedite commerce, e.g., Tualatin Sherwood Rd. should have limited intersections and bypass Tualatin	8/20/2024 2:01 PM
59	focus on preservation of agricultural lands	8/20/2024 1:47 PM
60	Affordable housing, green spaces	8/20/2024 10:54 AM
61	Better planning (including securing funding and complete transparency about costs to the tax payers) for traffic changes BEFORE developments are allowed	8/20/2024 9:44 AM
62	Better investments in rail passenger transit and a long-term regional passenger rail plan so that new developments can include TOD. The region's investment in passenger rail has stalled.	8/19/2024 6:09 PM
63	Better infrastructure and condensed housing within already developed community areas	8/19/2024 12:45 PM
64	Increased urbanization, density, and density within non-Portland downtowns especially.	8/19/2024 12:05 PM
65	More dense housing, less car-centric developments	8/18/2024 11:22 PM
66	Denser housing and more public transit	8/18/2024 10:17 PM
67	Build up, not out. Nobody is asking for Sherwood West. It’s unnecessary sprawl that will compound the existing transportation issues of the Southwest Corridor.	8/18/2024 9:24 PM
68	Increase density within 1 mile around our frequent bus services and super dense high rises adjacent to our MAX stops. We need to build more inside the UGB.	8/18/2024 8:37 PM
69	Greater density of housing and amenities	8/18/2024 8:30 PM
70	Slow down the growth, get the traffic under control. From Sherwood it used to take me 50 minutes to the airport, now almost 2 hours. They need to fix the roads before adding more houses	8/18/2024 7:01 PM
71	Greater density and better transit connections through the Portland metro area. Interesting walkable neighborhoods that develop culture and community.	8/18/2024 5:10 PM
72	Densification of the city and its surrounded suburbs. If we want to retain the livability of the region by getting people to use alternate forms of transportation we need to continue to enforce the UGB	8/18/2024 3:42 PM
73	Better highways and main roads	8/18/2024 3:25 PM
74	Less urban sprawl, more density	8/18/2024 2:37 PM
75	More infill housing, fewer cars, more trains, buses, and protected bike lanes with bollards.	8/18/2024 2:25 PM
76	Better high capacity transit, density, less spawl. Municipalities should backfill, densify, and remove parking lots before being granted more land to sprawl out.	8/18/2024 2:25 PM
77	More density along transit corridors	8/18/2024 1:35 PM
78	Improved public transportation. Use existing land already inside UGB.	8/18/2024 1:21 PM
79	Stop trying to make everything part of Portland. Individual communities have their OWN rich history and connections. We are not just Portland's little subsets to absorb and use as needed	8/18/2024 1:20 PM

	by metro.	
80	Denser, smart land use of the existing UGB.	8/18/2024 1:11 PM
81	More density and better transit	8/18/2024 12:49 PM
82	Road expansion first!	8/18/2024 12:29 PM
83	Reducing the massive barriers to infill housing, and an end to frequent UGB expansions for suburban housing.	8/18/2024 11:49 AM
84	Infill, improved land-use, and no further sprawl.	8/18/2024 11:27 AM
85	The existing empty structures being utilized.	8/18/2024 10:00 AM
86	Protect farm land, while also providing more reasonably priced homes. And the infrastructure to support the housing.	8/18/2024 9:40 AM
87	Stop the dense housing if so called affordable housing that is NOT affordable!	8/18/2024 7:48 AM
88	Is Portland really growing?	8/18/2024 7:19 AM
89	Less focus on high density housing and Multifamily apartment living. Focus on using what is not used properly at this time within the boundaries just growth potential and forecasting/opportunity does not require tax payers to accommodate without due diligence to preserve and repurpose the existing land and structures available.	8/18/2024 7:08 AM
90	Fewer large subdivisions with houses stacked on top of each other. Proper roads and sidewalks paid for by developers	8/18/2024 6:28 AM
91	Well thought out and sustainable plans, ways to arrange cities to minimize traffic rather than continuing to expand roads.	8/18/2024 1:08 AM
92	More public transportation	8/17/2024 8:46 PM
93	New housing should be built on a variety of lot sizes rather than only very small lots	8/17/2024 2:48 PM
94	The greatest need that we have in Sherwood, is affordable housing for young families and seniors. We need to get creative in what we build in Sherwood. We do not have the infrastructure to support dense housing except right next to 99. And even then we don't have any transportation hubs. People move to Sherwood to feel like they're in the country a bit.	8/17/2024 9:10 AM
95	Preserve our important farmland and forest- less massive homes, more urban density and the public transport to support it.	8/17/2024 8:27 AM
96	Keeping our small cities small and rural.	8/17/2024 8:02 AM
97	Focus on density, not expansion out. And a priority on affordable housing, not larger single family homes.	8/17/2024 5:18 AM
98	Roads and traffic control	8/16/2024 11:03 PM
99	More space for more single family homes. Prices will go down and more people can live in our beautiful state. Also bigger roads and more infrastructure	8/16/2024 9:55 PM
100	Improve infrastructure such as roads bridges	8/16/2024 9:31 PM
101	I am against adding housing in areas that are already congested. I am also opposed to adding housing in areas currently designated as farmland	8/16/2024 4:23 PM
102	The elimination of urban sprawl and the protection of our natural resource environments	8/16/2024 4:23 PM
103	Portland is not growing. More people have moved out of Portland and Oregon than have moved in over the last couple years.	8/16/2024 11:44 AM
104	keep high density housing near Portland/metro cities downtown areas, better public transportation, less traffic	8/16/2024 7:35 AM
105	Adequate infrastructure planning to accommodate for necessary growth. More willingness from local jurisdictions to work with investors and developers to master-plan communities that allow for greater (& smarter) population growth.	8/15/2024 1:41 PM
106	Improved infrastructure needs to be established before any expansion in development needs to	8/15/2024 12:15 PM

	take place.	
107	Push Eastward and now Westward	8/14/2024 1:08 PM
108	Urban grown boundaries reduced to a lower rate, use land more efficiently for housing and roads.	8/14/2024 7:01 AM
109	There are plenty of homes and industrial properties without adding more homes and spreading more	8/14/2024 6:25 AM
110	Increased lanes on throughways and highways.	8/14/2024 5:31 AM
111	I would like to see further vertical growth in the current urban boundary as the infrastructure for the surrounding area isn't meant to support the proposed growth.	8/13/2024 10:06 PM
112	More forests, trees planted and LESS ticky tack multifamily housing put in.	8/13/2024 8:58 PM
113	Better handling of traffic congestion and improved caretaking of our nature and our green spaces.	8/13/2024 7:54 PM
114	less traffic	8/13/2024 4:45 PM
115	Use preexisting empty buildings vs clearing areas for new construction	8/13/2024 4:06 PM
116	Slowing down the expansion of large commercial facilities, industrial parks etc., that sit vacant for so long.	8/13/2024 3:46 PM
117	address congestion	8/13/2024 3:29 PM
118	Defund Metro	8/13/2024 1:58 PM
119	Maintain existing roads, less traffic, use abandoned buildings, industrial and commercial to be converted into housing instead of taking away more land.	8/13/2024 12:55 PM
120	Think about what your taking away from the community as you think your just building a community and the reasons people wanted to move to sherwokd to begin with isn't what sherwood is anymore. We used to be a rural close knit community filled with farms and hard working farm families. Those are less and less every year and it's just becoming another suburban area filled with homes and shopping. We've lost what sherwood is all about.	8/12/2024 6:13 PM
121	A road system developed to meetnot automobile traffic demands and less compromised for biking.	8/12/2024 5:29 PM
122	more mixed use developments so that people can enjoy amenities like shopping and restaurants right outside their front door	8/12/2024 4:56 PM
123	A new Max line along Sunset Hwy west from transit center to Banks	8/12/2024 4:44 PM
124	Less people less traffic, tougher on crime.	8/12/2024 10:01 AM
125	I want to see less growth, less homeless, and more crack down on crime. This would help clean up Portland and get it back to its natural beauty!	8/12/2024 7:23 AM
126	Encourage bike and walkable neighborhoods. Lessen car use. Density not sprawl. I think Orenco is a good model with green neighborhood spaces. Porches that face on another. Cars behind the houses to promote community.	8/11/2024 10:45 PM
127	THOUGHTFUL development with appropriate infrastructure… no more low cost developments of poor quality buildings that still fail to provide truly affordable housing. Build to meet the population's demands, not to put money in the pockets of developers	8/11/2024 8:32 PM
128	LESS HOMELESS, LESS CRIME, just non of that. Ya no mas indigentes peligrosos, ni crímenes. Menos fourplex. Mas edificios de 10 pisos con ZONA VERDE Y ÁRBOLES.	8/11/2024 2:32 PM
129	Less density. Better traffic planning. Major arteries in Sherwood now are overloaded with cars	8/11/2024 10:27 AM
130	As a lifelong Oregonian, I have generally been in favor of land use planning. I believe, however, at times the process has been too restrictive. For example, the report acknowledges that there is a lack of appropriate industrial land, even though the available land is within projected needs. Leaning towards the high side of projections could also more than offset demand, thereby helping with affordability.	8/11/2024 8:18 AM

131	More housing and more land available for more single family housing.	8/10/2024 11:46 AM
132	More green and open spaces	8/10/2024 10:36 AM
133	More open space and preservation of agricultural and forest land.	8/10/2024 9:58 AM
134	Sensible development	8/10/2024 7:37 AM
135	More safe parks and recreation opportunities. Affordable housing to OWN, not rent.	8/9/2024 11:15 PM
136	Less density	8/9/2024 6:07 PM
137	Allow more parking	8/9/2024 5:50 PM
138	Much has been said about the need for more housing such as multiple dwelling units where high density can be capitalized. There needs to be a balance between more housing, preservation of existing rural land uses and lifestyles. The question is how much more housing is actually needed with its impact on roads, public service infrastructure such utilities, water, sewage, etc coupled with the total financial resources that will be passed on to the taxpayers.	8/9/2024 11:13 AM
139	Less density in housing development.	8/9/2024 9:51 AM
140	Stop expanding and use what you already have. This includes proper planning so we are not stuck with traffic in 5-10 years, farmland reserves.	8/9/2024 9:32 AM
141	More high density, affordable living spaces with the existing urban growth boundary.	8/9/2024 6:58 AM
142	Less people moving here	8/8/2024 9:04 PM
143	Keeping nature	8/8/2024 8:18 PM
144	Greater Portland should not grow until Portland is cleaned up and managed properly.	8/8/2024 7:45 PM
145	Fill in. Focus on Multifamily. You'll have more than you need as BBs downsize or die.	8/8/2024 7:45 PM
146	To start and continue rejuvenating the downtown or existing empty buildings	8/8/2024 7:28 PM
147	Less new housing	8/8/2024 7:19 PM
148	More density, less sprawl	8/8/2024 7:05 PM
149	Stop spreading into agricultural/forested lands	8/8/2024 6:28 PM
150	Keep land as is no more commercial growth	8/8/2024 6:24 PM
151	More freedom with offers by the constitution. More police, fewer taxes and voting in person with a government photo document.	8/8/2024 5:38 PM
152	improve the roads before development occurs	8/8/2024 3:43 PM
153	I would like to see people buy homes and not hedge funds. We don’t need more new construction homes, we need to promote homeownership and upkeep in already established communities	8/8/2024 1:58 PM
154	Transportation connectivity prioritized to help mitigate congestion on arterial roadways.	8/8/2024 1:04 PM
155	less homeless camping on public and private land.	8/8/2024 12:02 PM
156	Better roads	8/8/2024 11:42 AM
157	Better road conditions, and not much more than that. Sick of the high rise homes, and the SAME stores/eateries in every strip mall. But that is our of your control.	8/8/2024 11:42 AM
158	We need to make it legal to thicken up our existing neighborhoods in an incremental and productive way rather than bankrupting our communities on unsustainable growth patterns that we can't maintain.	8/8/2024 11:25 AM
159	Repurpose buildings in Portland & other areas	8/8/2024 11:04 AM
160	Not to add more land around Sherwood	8/8/2024 10:47 AM
161	Stop adding more homes to cities where the traffic is already a nightmare, like Wilsonville	8/8/2024 10:12 AM
162	Expand freeway lanes	8/8/2024 9:54 AM

163	More consideration to how the growth effects our rural communities and small family farms that feed our community	8/8/2024 9:42 AM
164	Really thinking through the big picture. Not pressured by builders for $$. Infrastructure, road improvements for capacity, sidewalks, parks, natural areas. Not all filled in	8/8/2024 9:37 AM
165	Fix Portland and all their issues by helping rebuild and develop more businesses. Sherwood doesn't need Metro because we have grown more than what is acceptable and Metro needs to stay out of our part of the world.	8/8/2024 8:49 AM
166	That's some video officials. Don't make it all about getting more tax money and leave some of the spaces as they are.	8/8/2024 7:14 AM
167	Maintaining Oregon's natural beauty by NOT having tons of concrete and strip malls.	8/7/2024 11:21 PM
168	Increase urban density. Build/create more housing connected to transportation.	8/7/2024 8:39 PM
169	greater use of land currently available within UGB (example infill current space vs expansion)	8/7/2024 8:21 PM
170	less traffic, preservation of UGB, improvement of downtown portland the way it was before 2020	8/7/2024 7:57 PM
171	More leadership by people of color, in elected and also executive leadership at Metro	8/7/2024 4:34 PM
172	More efficient use of land close to job centers. I'm surprised there is still farmland inside of I-205. Also, I would like to see a bridge over the Willamette between Oregon City and Wilsonville, and a bridge over the Columbia east of I 205. Nice job with the new recreation area Chahalem Ridge.	8/3/2024 8:26 PM
173	Less homeless, legalized prostitution, bike lanes everywhere	8/3/2024 3:14 PM
174	Cited above...more housing within UGB; build up/onto current buildings, golf courses, unused land, homes, convert hotels/motels, revitalize areas inside the city, promote ADUs, offer incentives etc.	8/3/2024 12:50 PM
175	Better transportation system, specifically an I-5 to OR 99W connector between Wilsonville (or just north of), and to the south of Sherwood. Preferably an expressway.	8/2/2024 11:42 PM
176	Less car-dependent development. More new gas stations and charging stations. More small neighborhood markets. Building that is not just residential homes. The more new homes, the more new amenities needed to go with them. Otherwise it creates traffic and time bottlenecks.	8/2/2024 3:13 PM
177	A west side highway should be built, mirroring 205. Too much traffic burden is put on 217 and roads like Roy Rogers	8/2/2024 12:30 PM
178	I would like to see the ability for more PUD subdivisions, a break up of housing within a subdivision. Rather than throwing all townhomes in an area it would be nice to allow for open space, different product types, and community areas.	8/1/2024 12:31 PM
179	Use of more brownfields and infill. Replace single story multi family homes with multi story homes	7/31/2024 11:31 AM
180	Bigger tax lots. No one wants to live in a match box. I would pay MUCH higher purchase prices to have a quality property.	7/31/2024 8:37 AM
181	"Middle housing", which allows more housing within defined spaces in the city as well as in the suburban areas. Include some green areas for multiple unit buildings, e.g. courtyards.	7/30/2024 7:44 PM
182	more preservation of nature and fish and wildlife habitat	7/30/2024 2:53 PM
183	Really plan for future growth. Especially guaranteeing there is adequate infrastructure to support the past, currnet, and future growth.	7/30/2024 8:55 AM
184	Improved street designs clearing the hazards of parked cars and narrow lanes.	7/30/2024 8:22 AM
185	Less focus on density. More focus on asthetics/attractive neighborhoods	7/30/2024 7:14 AM
186	More parking in commercial areas and in new buildings. Accessible commercial and residential spaces for people with mobility issues. Reduced developer, landlord and realtor greed - so housing costs can become affordable.	7/29/2024 11:37 PM
187	Actividades familiares,viviendas para personas mayores de 55 y retirados.	7/29/2024 7:21 PM

188	More housing in old industrial areas like Portland's Central Eastside. Preserving old homes and green space. Increased density in suburban areas as well as in the city instead of development on farmland and forests.	7/29/2024 11:48 AM
189	Build Up not Out!	7/29/2024 9:35 AM
190	Investment in infrastructure like roads, bikeways, transit. There needs to be a plan to move the people around the area. How do people get from Sherwood to downtown without adding to gridlock? I would also like to see fewer corporations owning properties and renting, than affordable properties for entry level home buyers.	7/29/2024 7:48 AM
191	no sprawl more density and walkabity. abolish highways, improve public transport	7/28/2024 12:50 PM
192	More walkable/bikable neighborhoods. Less new suburban sprawl.	7/28/2024 8:34 AM
193	Denser housing options, infill development, and transit-oriented housing.	7/28/2024 8:26 AM
194	Vertical growth. More condos in dense areas. And add one or two new dense city center type location. Maybe one east and one west.	7/25/2024 7:17 PM
195	Less crime, better transportation systems, fewer homeless	7/24/2024 5:33 PM
196	See above	7/24/2024 3:55 PM
197	Additional expansion of the UGB to keep overall costs low for development while providing opportunities to access public transit and provide workforce housing for major employers and employment hubs.	7/24/2024 11:56 AM
198	Make it easier for developers to build dense mixed use in areas already within the UGB. If that means tax incentives for five story condos, or repealing parking minimums for new builds, or making the bureaucratic cost of applying for redevelopment/remodeling of office/commercial into residential, do it!	7/24/2024 7:32 AM
199	More space for affordable housing	7/24/2024 12:10 AM
200	Easing traffic quagmires and building more sustainably. Safer communities. Walking paths and farmer's markets. Manufacturing jobs and training programs for future employees.	7/23/2024 9:20 PM
201	Denser Development	7/23/2024 8:54 PM
202	Allowing more single family and multi family housing that creates quality neighborhoods and communities.	7/23/2024 8:30 PM
203	Increase density, like A LOT. The best things about cities are only really possible when adequate desnities are achieved. Even issues such as public safety can be addressed by having more people around. Portland is nowhere near the density levels needed to support the kind of sustainable urban form that most of us actually desire. Walkable neighborhoods require lots of people walking to places like grocery stores to support them. Transit only makes sense for occasional users (e.g., those of us that work from home) if service is frequent enough and reliable enough that we don't have to spend a lot of time figuring out when the next bus will arrive. Those things require density.	7/23/2024 6:39 PM
204	Redevelop and repurpose current real estate	7/23/2024 6:19 PM
205	Enforcement of current immigration laws, support for property rights of current landowners and value esp for senior citizens	7/23/2024 3:19 PM
206	A major reduction in single family housing and expansion of car dependent suburbs, a focus on walkable neighborhoods with character and dense multi unit housing projects, transit and bike oriented design, infill of the vacant parking lots across east portland	7/23/2024 3:14 PM
207	For development kept closer to city centers and leave space for areas of land and farms in tact.	7/23/2024 2:12 PM
208	higher density in current Urban areas	7/23/2024 12:06 PM
209	No expansion permitted unless accompanied by concurrent expansion of public transportation.	7/23/2024 11:17 AM
210	Increased density, better transit	7/23/2024 2:36 AM
211	That the city and state government follow environmental code and NROd as significant as	7/22/2024 3:06 PM

	addressing affordable housing. I would like the state to start doing conservation efforts to prevent forest fires before they adding more infill, especially in rural areas	
212	More passenger rail & LRT	7/22/2024 6:07 AM
213	Protection of natural and farm land	7/21/2024 12:16 PM
214	More dense affordable housing with public transportation, work space with shopping hubs	7/21/2024 10:35 AM
215	Access to rapid transit in all corners of the metro. Buses are not rapid transit unless they are given priority and actually go faster than traffic.	7/21/2024 9:49 AM
216	The area is losing residents. There's no reason to extend the growth boundary.	7/21/2024 9:00 AM
217	More density	7/20/2024 9:12 PM
218	Less ugliness and more nature	7/20/2024 8:57 PM
219	Better public transit. We must expand the MAX into the SW metro on a common-sense alignment, not the poorly planned alignment that was proposed before. We must expand streetcar service all over Portland proper. Examples for the streetcar would be down into Lake Oswego, down Sandy Blvd., north up MLK Blvd. to Lombard St., from the MAX west down Lombard all the way to St Johns, down 82nd Ave., down 122nd Ave, and much more. Other corridors need bus rapid transit. Incentivize density of housing along all transit corridors and even deep into underserved neighborhoods. We have a terrible housing shortage and density is needed.	7/20/2024 7:38 PM
220	Not fall into the "cookie cutter" trap. Make sure public transit keeps up with growth AND make sure cars aren't excluded. Parking is needed. Mass transit doesn't work for all.	7/20/2024 10:41 AM
221	I would like to see a stronger move towards mixed-use, walkable, transit-oriented communities. I think the suburbs are really lacking in this regard due to historical planning trends, but we are seeing some changes in the right direction. I think we should embrace "Vision Zero" planning, with separated bike paths, human-scaled streets, and traffic calming measures. I would love it if my kids could walk to school someday. I would love to see every neighborhood have a grocery store within a short, safe bike ride. I would love to see more starter homes that are affordable, such as townhomes and row houses, close to amenities. Bonus points if some townhome plans have a bedroom/kitchen on the first floor for aging family members.	7/20/2024 9:28 AM
222	More dense neighborhoods with increased public transit options.	7/20/2024 7:41 AM
223	Bring back the wetlands of Portland! Wetland parks everywhere! MORE DENSITY, LESS DESTRUCTION. Build townhomes! Build small apartment blocks! Build corner stores and apartments above retail!	7/20/2024 12:38 AM
224	Before we look at expanding into the urban reserve, I'd like to see local government take better care of existing areas where there are economic and racial disparities. If we can't even properly manage what we have, why add more?	7/19/2024 4:15 PM
225	We don't need to make new developments car dependent. Build new developments with biking walking and transit first	7/19/2024 2:12 PM
226	More walkable and bikable development. Encourage density and preserve the rural landscape within a short distance to Portland. Re-ruralizing landscapes is almost completely impractical, we should preserve what we have while making our cities more livable.	7/19/2024 2:06 PM
227	More development and land use planning towards dense housing centered around walkable neighborhoods and transit oriented travel. We should not be building the most inefficient form of housing that is continuously built (single family homes) in areas where a car is necessary to survive. Walkable, dense neighborhoods is vital towards creating a more sustainable future.	7/19/2024 12:40 PM
228	More enforcement of developers not following the law, including seizing property through eminent domain if they fail or refuse to produce enough affordable housing units.	7/18/2024 9:44 PM
229	More public transportation.	7/18/2024 12:03 PM
230	We have plenty of land available for development. Until literally the entire metro is covered with 3-story buildings, there should be no UGB expansions. Along these lines, we need to continue improving public transit focusing primarily on what will attract more ridership.	7/18/2024 10:20 AM
231	More emphasis on public transit for those in the outlying areas. Trimet is not keeping up with	7/18/2024 6:16 AM

	the growth, and some of the outlying areas not accessed by a Max line have more difficulties in getting where we need to go.	
232	Greater distribution of high rise residential apartment buildings outside of the downtown core area, especially in Southwest. A MAX line spur from the current Washington Park station heading south, with stops for Council Crest, Hillsdale/Wells HS, Burlingame, Multnomah Village, Capitol HWY at 99W, Jackson MS, PCC Sylvania, Gabriel Park, Six Corners/Raleigh Hills,	7/17/2024 11:12 PM
233	STOP 🛑 Oregon infrastructure is the WORST I have seen. Traffic in rural areas will become disastrous with population growth!	7/17/2024 6:04 PM
234	Less roads and parking lots, more transit and fewer vehicle Miles traveled, more middle housing and mid-rise buildings. Daylighting buried streams, better fish and other animal friendly crossings. No data centers. No single story commercial and industrial buildings.	7/17/2024 2:18 PM
235	Stop building over our greenland. Land conservation.	7/17/2024 2:00 PM
236	More mixed used areas with less signle family housing.	7/17/2024 9:20 AM
237	build up and not out, and reduce parking footprint	7/17/2024 1:16 AM
238	More housing options, density, a mixture of all housing types — not just single family homes.	7/16/2024 11:18 PM
239	Stop growing out and think of growing up! Cities should be dense and walkable. Growth does not mean just go out. Look at European cities as an example. They have been around some for thousands of years without continuing to just expand out. Utilize the space they currently occupy.	7/16/2024 8:46 PM
240	A little more room for smart growth neighborhoods with row homes, townhomes, and small lot homes. The neighborhood should mainly be served by a park and neighborhood retail, grocery, and restaurants. Walkable is very important	7/16/2024 8:44 PM
241	More density; increased infill; redevelopment of underutilized land; demolition of older buildings to make way for newer, larger, and denser buildings; improved transit to serve the increasing population and density	7/16/2024 8:26 PM
242	Higher density housing options, more walkable neighborhoods, better sidewalks	7/16/2024 6:51 PM
243	Stop high density development that takes out all trees and natural area. Plan for roads, our roads already can’t support the population we have. Metro to have parks that allow dogs and not horses.	7/16/2024 6:26 PM
244	More density and mixed uses in every city core to create its own unique identity whole creating more walkability. This would also contribute to the ease of cycling and the viability of public transit projects, even in smaller cities. Mixed use, dense city cores would also create a tax surplus for local governments and metro to use for maintaining or expanding services.	7/16/2024 5:52 PM
245	Less high density housing that makes traffic worse since know one focuses on the impacts it causes on roads	7/16/2024 12:20 PM
246	More complete street systems. Transit expansions.	7/16/2024 10:24 AM
247	I would like to see greater opportunities for affordable housing and proximate employment for residents. I would like Portland to be a place my children would be able to live in.	7/16/2024 9:04 AM
248	Improved/increased access to mental health and in/outpatient A&D drug treatment	7/16/2024 8:09 AM
249	Better transportation options. Not only mass transit but more bridges to reduce congestion. People dont want to go into some areas like Portland and Vancouver just due to the traffic.	7/16/2024 8:00 AM
250	Greater density. More ADUs in existing neighborhoods	7/15/2024 10:34 PM
251	Stimulate (incentivize) redevelopment within existing boundaries. Of course it is easier to build new on bare, flat farmland... don't do it.	7/15/2024 8:39 PM
252	Better street cycling conditions	7/15/2024 7:50 PM
253	I would like to see entire neighborhoods built that include everything the increase in population needs: more stores, expansion of roadways to deal with traffic, more schools so that the	7/15/2024 7:17 PM

	schools that are there don't just increase class sizes, parks for families to enjoy so there isn't more crowding of the parks that exist, etc.	
254	Stopping the theft of our farm land for junk houses and o er crouding	7/15/2024 6:47 PM
255	A solution for all the empty commercial space, particularly close in, that is discouraging to the random flanneur as well as the residents. I would like the SW light rail to HAPPEN because I lived in SW (out near Tigard) and the traffic is beyond horrific - made me move back to NE Portland Yikes - it's literally untenable. And I don't want downtown to pay the price (becoming a donut hole).	7/15/2024 6:41 PM
256	Better mix of housing, better accessibility to transportation services and more. Better mass transit to suburbs and outer areas. Better job of keeping neighborhood integrity, better public safety	7/15/2024 5:54 PM
257	More land appropriately developed for a mix of single family and higher density housing. More single family is needed to help on the affordability goal.	7/15/2024 5:28 PM
258	I'm hoping for a change in mindset. or maybe more education... many people who value quality habitat and green spaces also don't like dense housing and don't see the connection. Many people want to live on acreage and in the Wildland Urban Interface, but it is damaging to wildlife	7/15/2024 5:22 PM
259	More affordable single family housing and safe, affordable public transit.	7/15/2024 5:19 PM
260	Please focus on walkability and public transit. Protected bike lanes, please! Get rid of parking lot requirements and allow mixed use zoning.	7/15/2024 5:17 PM
261	More parks, public transportation, less traffic	7/15/2024 5:12 PM
262	No growth	7/15/2024 4:37 PM
263	Increase in infrastructure - the growth continues but arterial roads are not developed/improved to support the traffic. Homes continue to be built in SW Beaverton, but nothing has been done to increase the traffic flow/capacity on Scholls Ferry - the primary freeway access point.	7/15/2024 4:03 PM
264	keeping urban sprawl under control	7/15/2024 3:31 PM
265	I'd like us to change BACK to when kids didn't have to be afraid in the streets and drugs/criminals didn't run amok in our City.	7/15/2024 3:25 PM
266	More single family homes	7/15/2024 3:00 PM
267	Safe communities -making them a priority.	7/15/2024 2:52 PM
268	A network of bike trail and larger freeways	7/15/2024 2:38 PM
269	its obvious we need more housing and job creation to support us. Metro takes too long to evaluate these expansion decisions, so we pass up opportunities.	7/15/2024 2:14 PM
270	Houses that are small for first time home buyers... not huge 4 bedroom homes with high end amenities. Small homes on large lots. With eco features like room for garden, underground water storage for watering garden, and solar panels on roof. No more granite counters and high end appliances. Your first home should be basic. That gives people something to strive for. Also stop the massive rentals of homes by non us citizens. Rent is more expensive than a mortgage. I know tons of home we're purchases in the economy crash of 2009 and purchases by foreigners to make $$ stop that practice. And you will have lower housing cost.	7/15/2024 1:45 PM
271	As few as possible	7/15/2024 1:41 PM
272	Better transportation infrastructure. Our roads have been the exact same going into/out of PDX 50 years or more	7/15/2024 1:35 PM
273	Improved public transportation and improved/increased use of multimodal trails and biking infrastructure.	7/15/2024 1:17 PM
274	High density in-fill and zoning upgrades near rapid transit access. Prioritize this BEFORE expanding the UGB.	7/15/2024 1:12 PM
275	Cheaper rates and less control	7/15/2024 1:11 PM
276	Stopping sprawl and addressing climate by building more compactly and decreasing highway	7/15/2024 12:58 PM

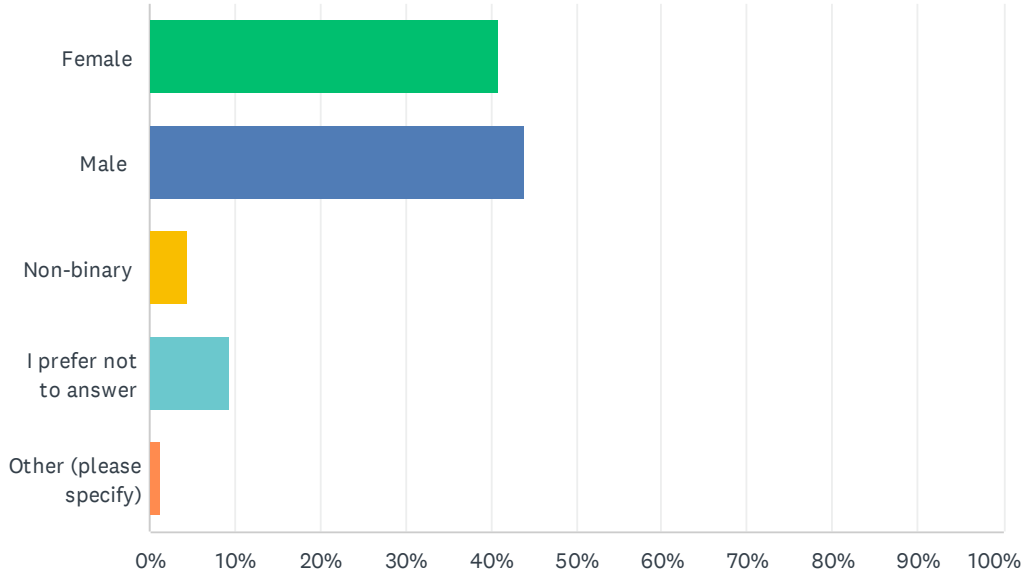
	modes of transportation.	
277	No more growth. No more crappy homes built tightly together. We need some countryside-trees, deer, birds, butterflies, rather than more concrete.	7/15/2024 12:47 PM
278	Fewer homeless, less garbage on the streets, more multi-family that includes parking	7/15/2024 12:44 PM
279	More requirements for affordable housing units. New apartments are ridiculously expensive and not built for families.	7/15/2024 12:41 PM
280	Grow up not out.	7/15/2024 12:40 PM
281	Smart transportation options, affordable housing within city centers and strong habitat protections for wildlife connectivity throughout our region.	7/15/2024 10:53 AM
282	Fewer parking lots, less sprawl, more dense housing, narrow freeways and add tolls, more bike paths	7/15/2024 10:35 AM
283	More bike infrastructure beyond the urban core of Portland.	7/15/2024 9:56 AM
284	Greater density. And safe transit. We can't use what we have because it is filthy and not safe. Bike paths need to be kept safe with regular more than daily patrols…bike cops or golf carts.	7/15/2024 7:25 AM
285	More protected bike lanes	7/15/2024 6:59 AM
286	Focus on basic municipal services: fix potholes, pave streets, erase graffiti, pick up the trash!	7/15/2024 6:34 AM
287	Safer highways (eg hwy 47) that include traffic circles.	7/15/2024 6:07 AM
288	Increased density and less sprawl.	7/15/2024 12:26 AM
289	I would like to see less traffic, and more public transportation options.	7/14/2024 9:17 PM
290	I would like to see more public transportation and multicultural businesses. I would like new neighborhoods to be open to everyone, both economically and culturally. We need more low and middle income housing in areas with good schools.	7/14/2024 9:11 PM
291	Continue to develop within existing boundaries.	7/14/2024 6:14 PM
292	Follow your plans and stay strong	7/14/2024 5:37 PM
293	Land conservation	7/14/2024 5:29 PM
294	Better traffic management	7/14/2024 5:15 PM
295	Better arterial transportation routes leading through the suburbs - landscaped parkways with grade separation like in NY/CT, but add transit and ped/bike. One from I-5 to the Newberg-Dundee Bypass (an actual I-5-99W Connector!) to help regional transportation. Another in the form of Sunrise Phase 2, extending to Sandy. And then a new tunnel and bridge from 26/Cornelius Pass to Rivergate in Portland.	7/14/2024 3:55 PM
296	Care for the current crumbling infrastructure before expanding.	7/14/2024 3:35 PM
297	More trees planted	7/14/2024 3:25 PM
298	Same as above plus very limited growth and only built to be part of the protected envrionment.	7/14/2024 1:53 PM
299	Solar panels over parking lots to produce power and not impede other land.	7/14/2024 12:58 PM
300	Better interconnectivity between trails, parks and green spaces.	7/14/2024 12:44 PM
301	Managing traffic, don't want more traffic lights would like to prevent Sherwood from turning into the Tigard disaster of stoplights	7/14/2024 12:12 PM
302	I would like to see the region commit to developing all of the land existing within the boundary that remains undeveloped, and also develop land that is poorly used, such as the numerous seas of parking lots that remain mostly empty. I see infill as a much better use of the regions money, as urban sprawl is not what we need and will only make our city align with other sprawling cities across the country instead of setting ourselves apart as a sustainable city.	7/14/2024 11:25 AM
303	Want to see it slow down. Making infrastructure first before adding to the population. Leaving rural areas rural. Leaving room for farms. leaving the trees.	7/14/2024 11:24 AM

304	Better roads to accommodate the traffic	7/14/2024 11:19 AM
305	Less housing a few more shops/restaurants. Traffic is so bad in Sherwood. There are already too many people that it's almost impossible to go to dinner and the lines at the stores are very long.	7/14/2024 11:16 AM
306	Fixed roads	7/14/2024 10:48 AM
307	less sprawl, and more revival of already developed space	7/14/2024 10:28 AM
308	Increased safety/security	7/14/2024 10:25 AM
309	No more row housing, no more densely packed living spaces	7/14/2024 10:13 AM
310	Updates to existing and already developed land, rather than urban sprawl into precious G land.	7/14/2024 10:03 AM
311	Better infrastructure within the city (Portland proper) farmlands don’t need 500 row homes placed on them. Concrete jungle is what we are going towards and I’m not here for that.	7/14/2024 9:43 AM
312	More density and infill and less suburban sprawl. And more mixed used development. I don’t want to have to use my car to fo everything.	7/14/2024 9:25 AM
313	More affordable housing, especially for first time homebuyers and low income renters. Densify housing without losing access to safe walking and biking and community outdoor spaces.	7/14/2024 8:17 AM
314	Stop expanding the boundaries. It isn’t appropriate to overtake agricultural land.	7/14/2024 8:06 AM
315	Increase density, particularly in downtown Portland	7/14/2024 12:07 AM
316	Increased residential density in existing neighborhoods, more extensive and more frequent rapid public transit, prioritizing pedestrian and bike safety and modes of transit over automobiles. More affordability of housing and choice of housing types that meet the needs of families and older adults.	7/13/2024 10:53 AM
317	Increase in construction density and mixed use zones.	7/12/2024 11:40 PM
318	I'd like to see Portland increase it's public transportation infrastructure with rail and bus rapid transit projects. There's no reason why Portland needs to expand more outward when we can simply just densify areas. I'd like to see Portland focus on climate change initiatives and be one of the leaders in the US, and expanding the UGB and increasing the reliance on car-centered infrastructure directly opposes those initiatives.	7/12/2024 8:13 PM
319	Denser housing and neighborhoods.	7/12/2024 7:47 PM
320	Less car oriented development. It’s 2024. Climate change. We know better.	7/12/2024 6:10 PM
321	more bike and transit friendly	7/12/2024 5:31 PM
322	Better wider and marked streets.	7/12/2024 1:10 PM
323	A focus on improving the areas that are already part of the UBG	7/12/2024 12:14 PM
324	Less implementation of luxury apartment buildings that few can afford to live in, more focus on affordable housing.	7/12/2024 7:47 AM
325	Development patterns and alternative transportation, these two are intrinsically linked and, to move into more sustainable forms of transportation means moving away from single family housing as the standard. We must move towards more varied housing options to include row-houses/townhomes, apartments, condos, cottage courts, duplexes, triplexes and anything else that can provide sustainable mid-density housing. Part of providing this too includes taking a closer look at zoning requirements and doing away with unnecessarily restrictive codes including minimum setbacks, parking requirements, and anything else that holds the area back from the most sustainable development possible which includes mixed use zoning, completely separate people from every day conveniences is absurd and past development patterns have led to strip malls and big box retailers taking over, driving out small businesses in many places and further unsustainable car oriented development. Alternative transportation too must be encouraged to include transit and cycling access for all. With sustainable mid-higher density this can be achieved much easier, however metro must commit wholly, protected/separated need to be the standard in everything but the most calm residential streets, and also not reserved only for the highest speed most dangerous roads, and transit too must be as convenient as possible for all. Trimet has been making improvements, well needed ones	7/12/2024 7:15 AM

	however there is so much more that could be done, the idea of a downtown MAX tunnel has been floating for some time but if trimet ever wants to make MAX a truly viable option for further distance travel this idea must be considered further and implemented.	
326	Density and mix use land around transit corridors. Potentially look into a MUPTE like (Eugene) to spur affordable housing.	7/12/2024 12:22 AM
327	Greater emphasis on keeping Portland green as can be. It's why we love this city so much.	7/11/2024 11:52 PM
328	Building up and not out. Don't allow Portland to become like Denver, Los Angeles or other inequitable cities that can only rely on automobile transportation. Building dense cities increase access to nature for all residents.	7/11/2024 10:31 PM
329	Better mass transit. It's the only way to grow outside of Portland and not become another hell hole like LA	7/11/2024 6:57 PM
330	Minimize the role of the automobile. Stop sprawling onto new greenfield land. Revitalize existing neighborhoods. Eliminate surface parking lots of more than 1-3 spaces (in favor of on-street, underground, structured, or no parking). Build out complete, connected, safe, high-quality regional and statewide, bicycle, pedestrian, and transit networks. Complete the Coast to Gorge Trail and begin work on other elements of the Infinity Loop concept. Make cooperative housing a permanent and meaningful housing option within the region.	7/11/2024 6:12 PM
331	More high-quality transit options like regional rail and bus-rapid transit.	7/11/2024 4:27 PM
332	Better infrastructure for getting into the city core from the outskirts. Currently the only option for many is to drive but by doing so, we add to the environmental impacts and many of the routes are not very friendly. If we are going to put more family-priced housing on the edges, then we need to provide safe, economical and quicker ways to get to work and family in the city core.	7/11/2024 10:33 AM
333	Denser walkable neighborhoods, better transit, regional connection to jobs	7/10/2024 10:14 PM
334	More density in urban areas	7/10/2024 9:51 PM
335	allow cities/counties to bring in several hundred acres at their edges into development for new single-family homes with yards - like houses with one thousand square feet in foot print and 1 to 2 thousand square feet for yard. Use these edge areas to design more technological oriented cities allowing bicycle and walking to be the main way getting to a common vehicle depot for accessing other parts of the Metro area. Allow robotic, drone delivery.	7/10/2024 8:30 PM
336	Only high density housing added to any area expanding, with abundant low income housing.	7/10/2024 5:14 PM
337	Increased density, especially along transit corridors (transit oriented development), and a greater quantity of mixed-use middle density housing.	7/10/2024 12:08 PM
338	Stop expanding ugly townhouses into our beautiful countryside.	7/9/2024 9:48 PM
339	Want to see keeping original neighborhoods, use of more technology to deal with water and sewer, and more affordable housing of all types. There are cheaper more effective solutions other than a big sewerplant.	7/9/2024 3:43 PM
340	better transportation and less traffic / less need to make long trips and fewer trips / all housing will cost 30% or less of individual or family income / more natural areas and recreation	7/9/2024 3:15 PM

Q6 How do you identify your gender? (Select all that apply).

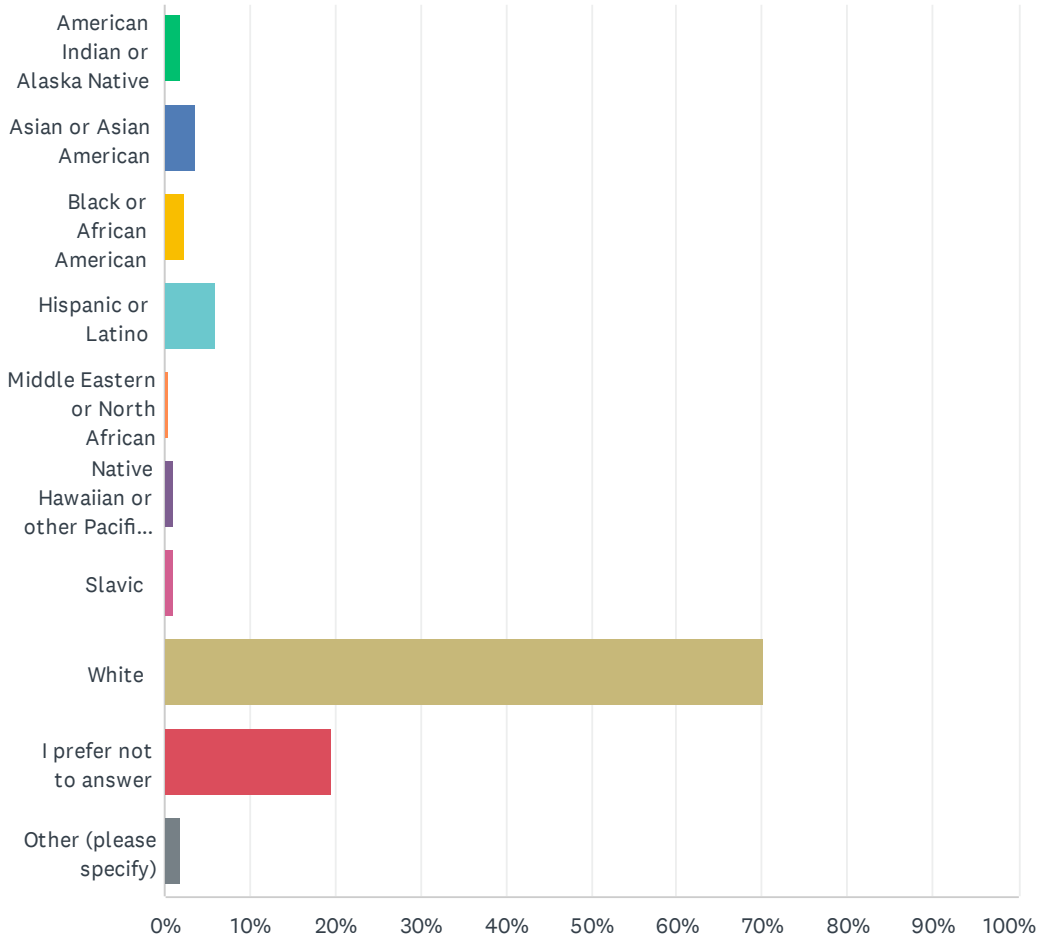
Answered: 307 Skipped: 58



ANSWER CHOICES	RESPONSES	
Female	41.04%	126
Male	43.97%	135
Non-binary	4.56%	14
I prefer not to answer	9.45%	29
Other (please specify)	1.30%	4
Total Respondents: 307		

Q7 Which of the below best describe your race/ethnicity? (Select all that apply).

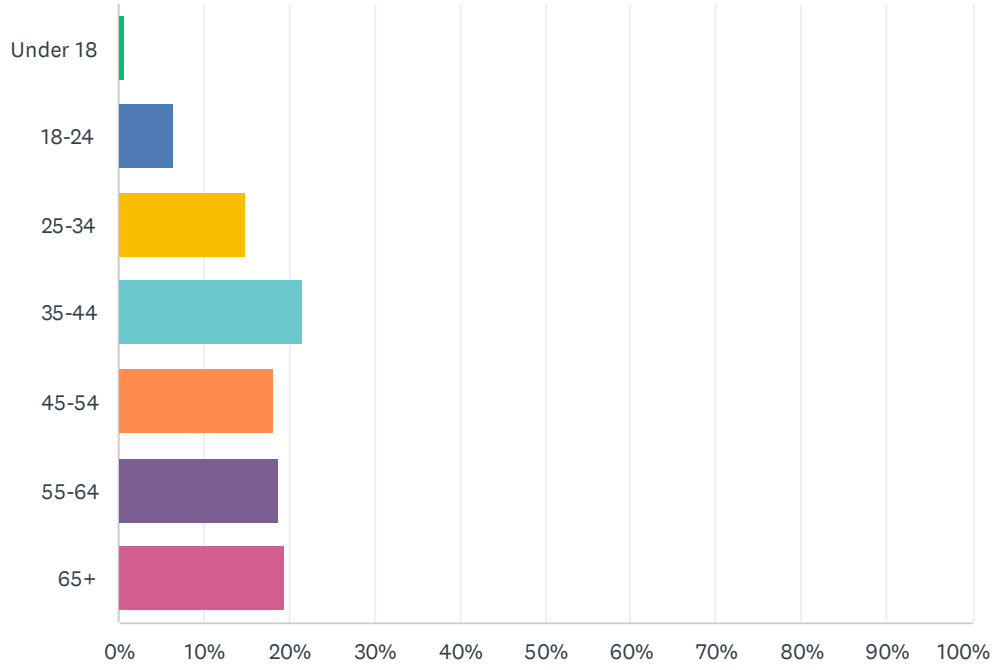
Answered: 305 Skipped: 60



ANSWER CHOICES	RESPONSES	
American Indian or Alaska Native	1.97%	6
Asian or Asian American	3.61%	11
Black or African American	2.30%	7
Hispanic or Latino	5.90%	18
Middle Eastern or North African	0.33%	1
Native Hawaiian or other Pacific Islander	0.98%	3
Slavic	0.98%	3
White	70.16%	214
I prefer not to answer	19.67%	60
Other (please specify)	1.97%	6
Total Respondents: 305		

Q8 What is your age?

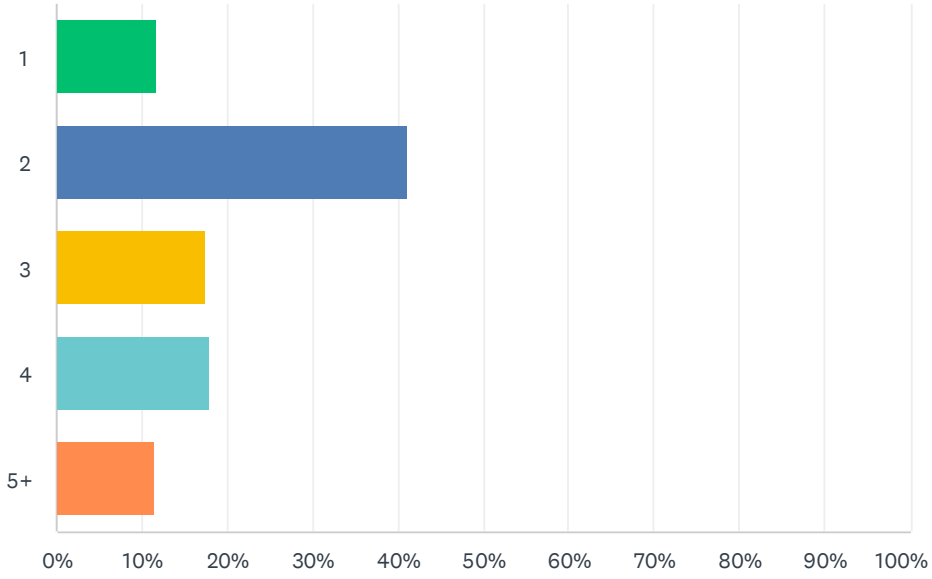
Answered: 293 Skipped: 72



ANSWER CHOICES	RESPONSES	
Under 18	0.68%	2
18-24	6.48%	19
25-34	15.02%	44
35-44	21.50%	63
45-54	18.09%	53
55-64	18.77%	55
65+	19.45%	57
TOTAL		293

Q9 How many people live in your home (including yourself)?

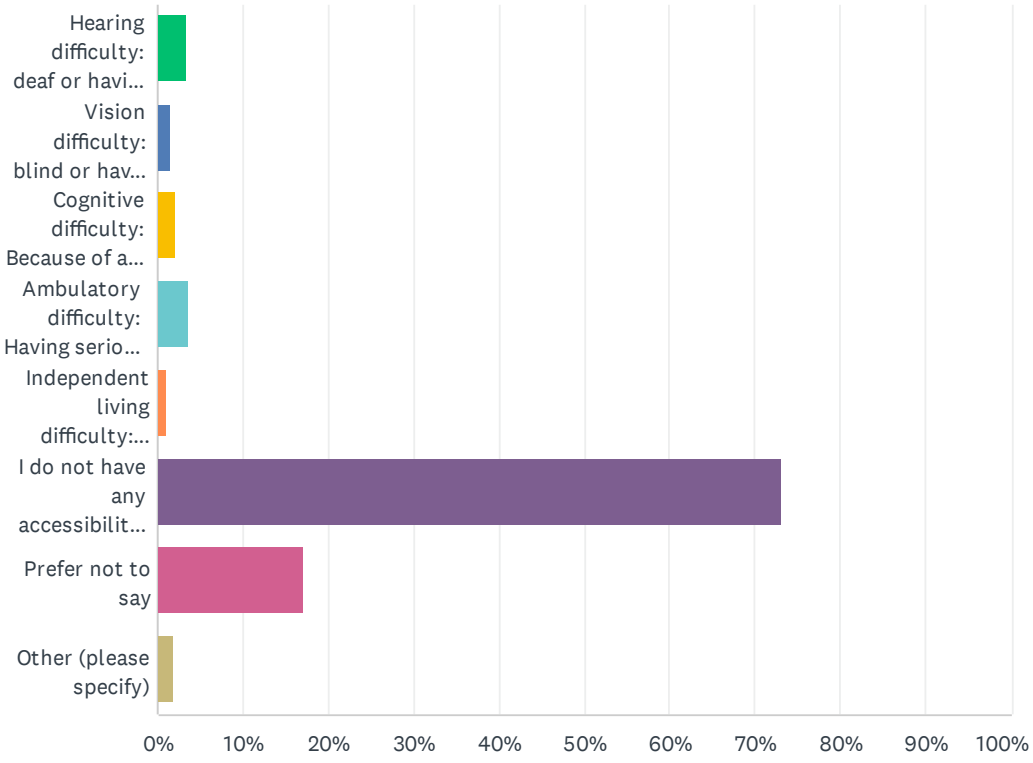
Answered: 296 Skipped: 69



ANSWER CHOICES	RESPONSES	
1	11.82%	35
2	41.22%	122
3	17.57%	52
4	17.91%	53
5+	11.49%	34
TOTAL		296

Q10 Do you have any accessibility difficulties that you would like us to be aware of? (Select all that apply).

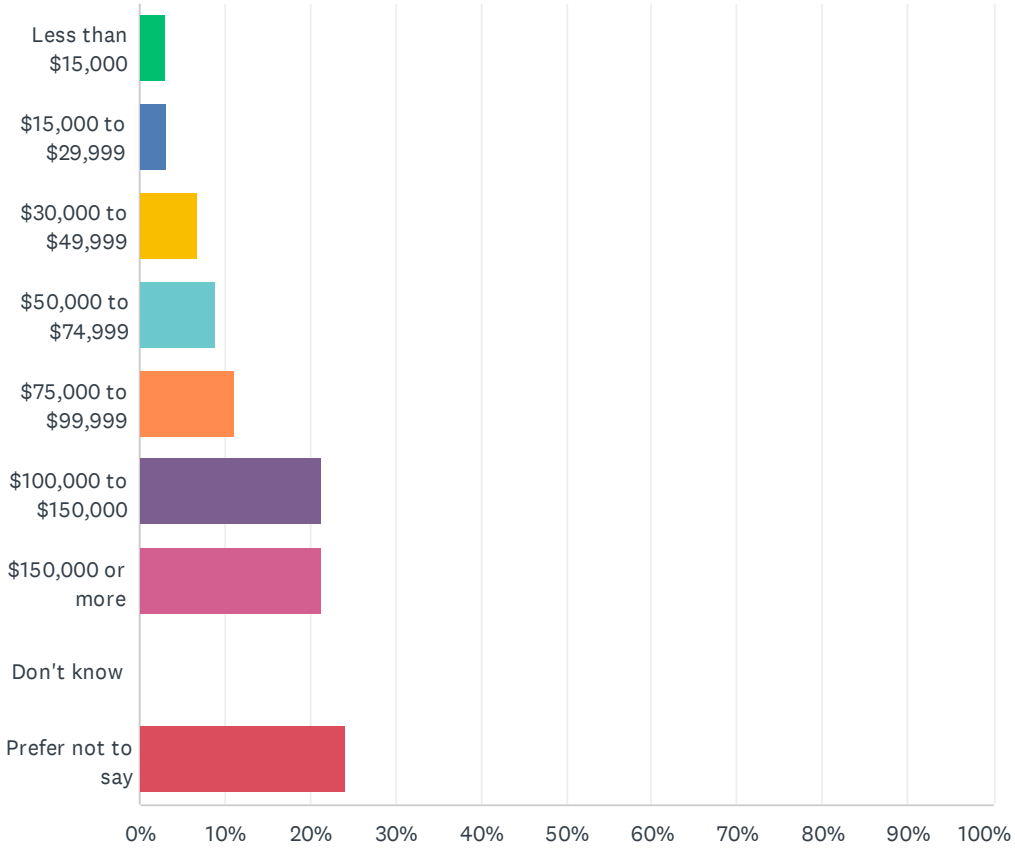
Answered: 271 Skipped: 94



ANSWER CHOICES	RESPONSES	
Hearing difficulty: deaf or having serious difficulty hearing	3.32%	9
Vision difficulty: blind or having serious difficulty seeing, even when wearing glasses	1.48%	4
Cognitive difficulty: Because of a physical, mental, or emotional problem, having difficulty remembering, concentrating, or making decisions	2.21%	6
Ambulatory difficulty: Having serious difficulty walking or climbing stairs	3.69%	10
Independent living difficulty: Because of a physical, mental, or emotional problem, having difficulty doing errands alone such as visiting a doctor's office or shopping	1.11%	3
I do not have any accessibility requirements	73.06%	198
Prefer not to say	16.97%	46
Other (please specify)	1.85%	5
Total Respondents: 271		

Q11 How would you describe your income?

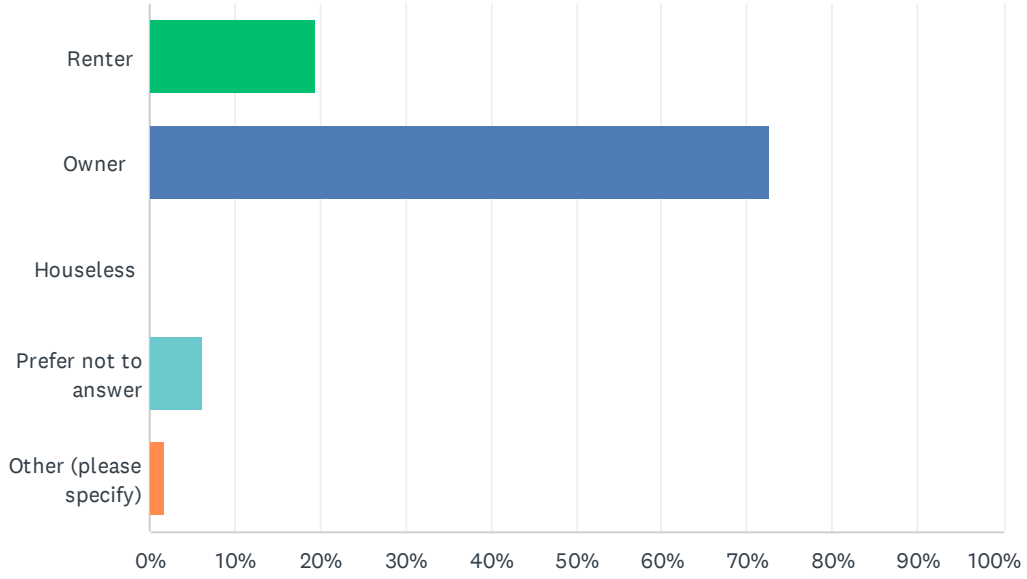
Answered: 304 Skipped: 61



ANSWER CHOICES	RESPONSES	
Less than $15,000	2.96%	9
$15,000 to $29,999	3.29%	10
$30,000 to $49,999	6.91%	21
$50,000 to $74,999	8.88%	27
$75,000 to $99,999	11.18%	34
$100,000 to $150,000	21.38%	65
$150,000 or more	21.38%	65
Don't know	0.00%	0
Prefer not to say	24.01%	73
TOTAL		304

Q12 How would you describe your housing tenure?

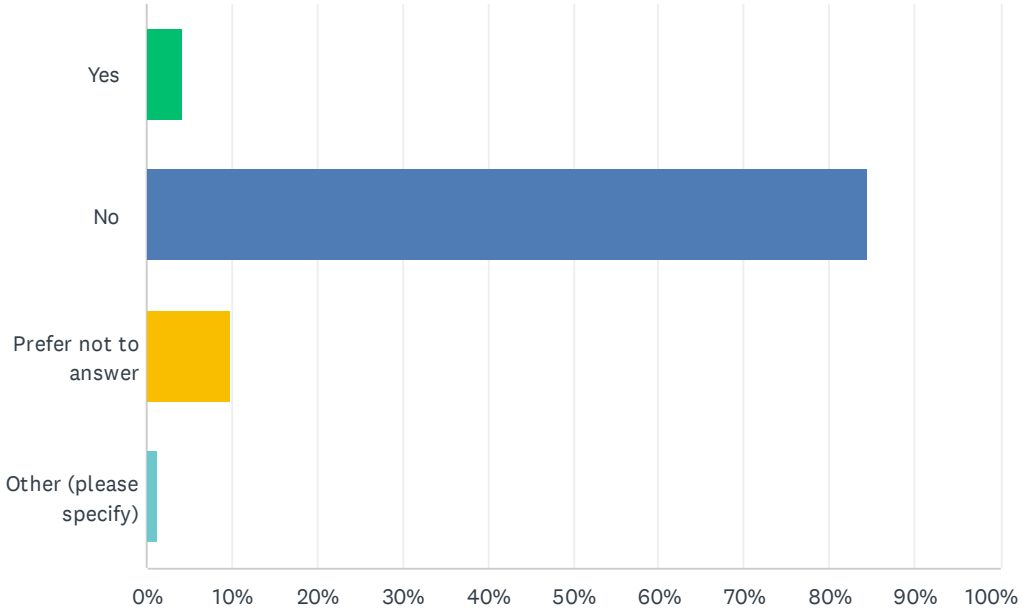
Answered: 303 Skipped: 62



ANSWER CHOICES	RESPONSES	
Renter	19.47%	59
Owner	72.61%	220
Houseless	0.00%	0
Prefer not to answer	6.27%	19
Other (please specify)	1.65%	5
TOTAL		303

Q13 Are you an immigrant or refugee?

Answered: 304 Skipped: 61



ANSWER CHOICES	RESPONSES	
Yes	4.28%	13
No	84.54%	257
Prefer not to answer	9.87%	30
Other (please specify)	1.32%	4
TOTAL		304

Q14 What is your zip code?

Answered: 284 Skipped: 81

#	RESPONSES	DATE
1	97140	8/23/2024 10:11 AM
2	97123	8/22/2024 9:55 PM
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14	97209	8/22/2024 11:41 AM
15	97140	8/22/2024 10:28 AM
16	97202	8/22/2024 10:11 AM
17	97140	8/22/2024 3:04 AM
18	97215	8/21/2024 11:14 PM
19	97140	8/21/2024 11:05 PM
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21	97212	8/21/2024 8:18 PM
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APPENDIX B

Public comment emails and letters

Miriam Hanes

From: Rachel Adams <[redacted]>
Sent: Tuesday, August 20, 2024 11:32 AM
To: Metro 2040
Subject: [External sender]Sherwood West Concept Plan Opposition

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

To whom it may concern,

I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Rachel Adams

//////////////////////////////////////
Play Nice PR
Rachel Adams (she/her)
[redacted]

8/21/2024

BPS Comments on July Draft of Metro Urban Growth Report (UGR)

Metro is narrowly framing this decision as to whether or not the Sherwood West expansion area should be brought into the UGB. The UGR has broader implications for the region in terms of how we expect to grow in a way that is equitable and meets other regional goals, such as reducing carbon emissions.

The Urban Growth Report (UGR) is an opportunity to frame future regional planning discussions such as the regional housing production strategy, a refresh of the 2040 Growth Concept, and a regional economic development strategy.

Our concern is that the UGR is underestimating population and housing growth, underestimating residential capacity; underestimating industrial job growth, overestimating industrial land supply and underestimating commercial land supply. BPS staff raise the following issues with methodology and assumptions to better align with regional policy objectives, which are described in detail below.

Housing

The 2044 population forecast is for much slower growth, primarily due to declining birth rates. We are concerned that the Metro forecast is too low, which will affect planning for housing that will result in insufficient housing capacity in the future. The Metro forecast is based on national growth rates – which misses the important context that, historically, Oregon has grown faster than the nation and the Portland region has grown faster than the state (captured a greater share the state's growth). The UGR lacks important comparisons to state forecasts as context for selecting a growth scenario.

Metro should select the Strong Urban Market housing mix with high population/household forecast. This scenario best fits the expected older, smaller households. It also addresses affordability concerns and the need for more affordable multi-dwelling and middle housing units. The UGR notes that 81% of future households will be financially challenged or unable to purchase homes with current median sales price at roughly $550,000 in today's dollars.

Metro's scenario results indicates that this scenario results in a deficit of 24,000 multi-dwelling units. This deficit is overstated because Metro's housing capacity methodology vastly undercounts the redevelopment potential in Portland and the region. The UGR assumes that only 20% of the most feasible properties will redevelop. Buried in a footnote, the UGR states that if redevelopment rate is increased to 40% of the most feasible properties, this deficit would be eliminated. For example, under the 20% redevelopment rate, Metro assumes that Portland only has capacity for 60,000 units. Whereas in our recently adopted 2023 Housing Needs Analysis, we found that Portland has a financially feasible development capacity of 237,000 units.

Finally, the regional forecast is not just about the UGB decision. It is used in other policy decisions (not just for managing the UGB). The housing forecast will be provided to the State (OHCS/DAS) to establish the jurisdiction level housing targets. Also, the forecast will be the basis for Metro's regional housing production strategy – which will be an important regional discussion on how to address housing needs for older, smaller households with affordability challenges.

Employment

Metro's employment forecast is tied to the population forecast. Metro's fundamental assumption that lower population growth will mean slower economic growth because access to labor will be the constraining factor could be a self-fulling prophecy. Workforce is mobile. Capital is mobile. Development

capacity is not. If the region has the land capacity for businesses to expand then workers will migrate to the region. If the region does not have the land capacity, then economic growth will be constrained.

- Jobs in the Portland MSA grew 56%-63% faster than the national economy in each of the last three business cycles (Portland EOA Trends Report). Above-average regional job growth has been supported by our competitive strengths, including growing industry clusters and planned livability that attracts talent, as recognized in our economic development strategies (CEDS, Oregon Business Plan, Advance Portland). The UGR's methodology does not account for these past trends and regional advantages. The average annual growth rate (AAGR) of Oregon Employment Department's (OED's) current 2022-2032 projection is 1.1% for Total Nonfarm Employment, compared to 0.46% in the draft UGR. Why does the UGR predict that long-term regional job growth will now slow down to the national average?
- Workforce-in-migration should be a forecast variable – Economic forecasts typically analyze sector trends, capital inputs (such as land supply), and market opportunities. Economic growth will attract workers, rather than the UGR's population-trumps-economy approach.
- Noisy in-migration data – The in-migration graph cited in the UGR indicates wide variations, rather than a hard stop for job growth. In-migration also varies widely with economic trends that don't appear to be considered in the UGR's population forecast, such as business cycles, sector growth trends, and median income trends, each of which shape in-migration through economic opportunity.
- Local sectors/traded sectors – We agree that regional population growth is an important driver of market size and job growth in 'local sectors' that serve regional markets. However, market opportunities in 'traded sectors' that serve markets outside the region are unrelated to local population size. At minimum, the UGR's connection between population growth and job projections should be removed from the goods production and distribution sectors that make up most industrial land demand and primarily serve traded-sector markets.

As with the population forecast, the UGR is lacking context or comparison to State of Oregon forecasts. The UGR also could benefit from an equity analysis that discusses the type of jobs and wages that will be available, especially for workers without 4-year college degrees.

The region needs a land supply strategy that includes a deeper analysis of sector and business growth opportunities and how they match with the region's employment land supply in order to create equitable economic opportunity.

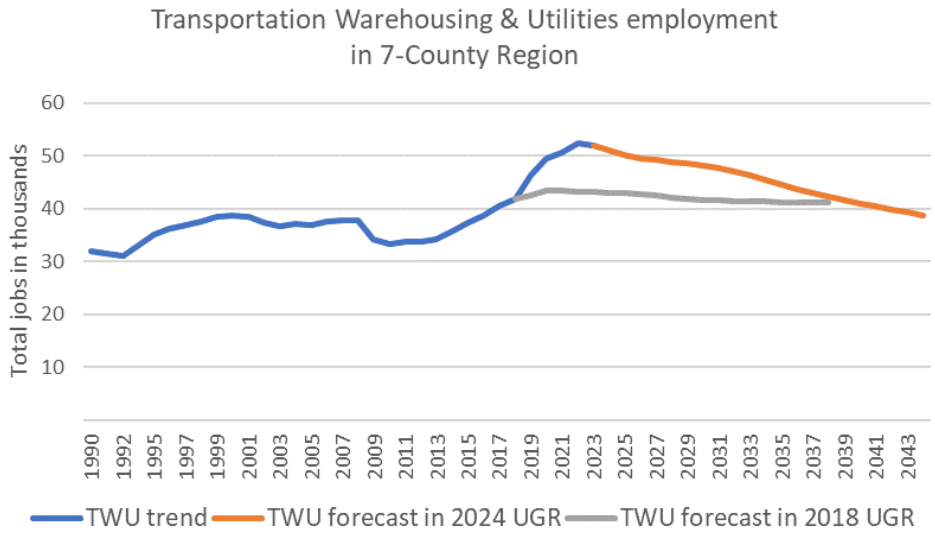
Industrial

Inadequate Industrial Land Supply – The UGR widely understates industrial land demand, relative to growth trends and State of Oregon employment projections. It overstates the suitable land supply to meet the region's distinct segments of demand. Coming to the opposite conclusion of the UGR, the private market has found inadequate industrial land supply since around 2015, evident in the region's low industrial vacancy rates and rising rents of the last decade. What is Metro's rationale for such a different and low industrial demand forecast?

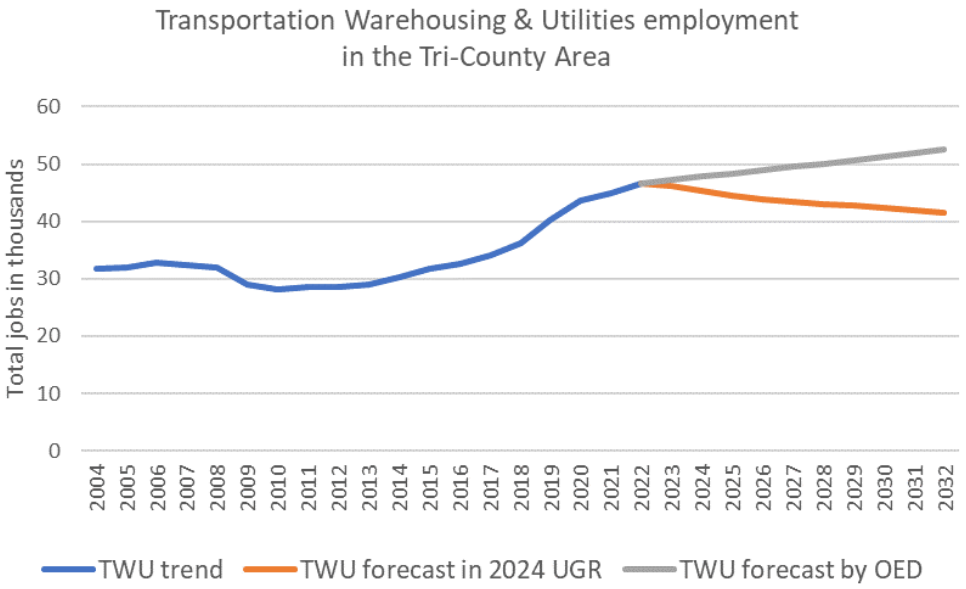
Transportation & Warehousing (Logistics) forecast – Metro's no-growth forecast for the logistics sector in the 2018 UGR and the declining forecast in 2024 UGR eliminates most of industrial land demand. Metro's industrial employment sector forecast is too low and not consistent with Oregon Employment Department (OED) forecasts. Specifically, BPS staff has raised concerns about the forecasted decline in

the warehouse and distribution sector when the OED and the federal Bureau of Labor Statistics (BLS) forecast continued growth. Metro made a similar assumption in 2018, when it forecasted zero-growth for logistics jobs, when, since 2015, it has been a high job-growth sector and the region's predominant employment land demand.

- The current UGR forecast for major decline in Logistics jobs is the opposite of its rapid growth trend in the last decade and current national/state/regional employment agency forecasts for continuing above-average growth, as shown in the charts below. Metro's regional projection of -1.4% annual change (AAGR) in Transportation Warehousing & Utilities jobs over the next decade (2022-2032) compares to 0.8% AAGR by Bureau of Labor Statistics nationally and 1.2% AAGR by OED in the Tri-County area. City staff would be interested in better understanding this aspect of the analysis and discussing the potential associated regional policy implications.



Sources: Trend from CES data by BLS. Forecast data by Metro in 2018 and draft 2024 Urban Growth Reports



Sources: Trend data from CES by OED. UGR forecast from July 2024 draft by Metro. Oregon Employment Department projections for 2022-2032.

- Logistics is a critical sector to get right in the UGR forecast, because Logistics businesses are the primary source of Warehouse & Distribution development (along with Wholesale Trade) and thus industrial land demand. Warehouse & Distribution buildings made up 75% of the MSA's total occupied industrial space in 2019 and 93% of the new occupied space in the recent 2008-2019 business cycle (CoStar data).

3,600-acre demand discrepancy for Logistics and Manufacturing – The draft UGR forecast for 1,400 additional industrial acres to 2044 is undercounting regional demand by about 3,600 acres relative to OED's regional projections in the Logistics and Manufacturing sectors alone (see table below). The sector-trends methodology of OED's projections is a better fit for employment land planning because of its consistency with employment and development trends and with State Planning Goal 9 requirements for trends-based forecast.

Estimated Tri-County forecast discrepancy in industrial land demand between Metro's draft 2024 UGR and Oregon Employment Department's 2032 projections						
	Forecast AAGR	Tri-County Jobs in 2024	Jobs in 2044	2024-2044 Job Change	Building SF	Land (ac.) Demand
Transportation Warehousing & Utilities						
Metro Draft UGR 2024	-1.4%	45,200	34,300	-10,900	-16,639,900	-1,273
OED, 2032 projections	1.2%	47,600	60,700	13,100	19,998,500	1,530
Discrepancy				24,000	36,638,400	2,804
Manufacturing						
Metro Draft UGR 2024	0.1%	101,400	102,900	1,500	1,037,600	72
OED, 2032 projections	0.8%	102,900	120,900	18,000	12,451,300	866
Discrepancy				16,500	11,413,700	794
Total Discrepancy				40,500	48,052,100	3,598

Automation impacts - Metro staff has offered automation as a reason for slower job growth in Logistics and Manufacturing. Other sources support different conclusions. After accounting for automation

impacts, current BLS national projections (which inform OED's regional projections) conclude that Logistics will continue to grow jobs substantially faster than the overall economy. BLS projections also indicate substantially higher output growth than employment growth in Logistics and Manufacturing, which in turn indicates increased land demand. Automated warehouses and factories still need land, and productivity gains of automation support higher land demand. Like BLS, McKinsey's projected job impacts of automation in urban areas indicate losses mainly in office support occupations, modest losses in manufacturing production, and gains in transportation occupations: Future of work in America | McKinsey. Considering the example of self-driving trucks, an extensive USDOT study in 2021 found "vast uncertainty" in future labor market impacts, including losses and gains over several decades with net impacts difficult to predict.

Other underestimated sources of industrial demand – In addition to the growth rate discrepancies for logistics and manufacturing, the UGR underestimates demand in a variety of other ways.

- Business-cycle impacts – Long-term sector growth rates span the job losses and gains of business cycles. In contrast to the predominantly industrial-sector job losses in the region's three previous recessions, the combined industrial sectors were the least impacted in recent COVID recession. The UGR misses this major source of long-term industrial growth by starting the forecast period in 2024, which particularly understates the long-term trend in Logistics.
- Target cluster incentives - The expanded growth potential of target industry clusters, supported by economic development policies and business assistance and incentive programs, is another example of undercounted demand. For example, the region's Cleantech and Electronics clusters are expected to broadly benefit from the 2022 federal industrial policy incentive of the Inflation Reduction Act and Chips Act.

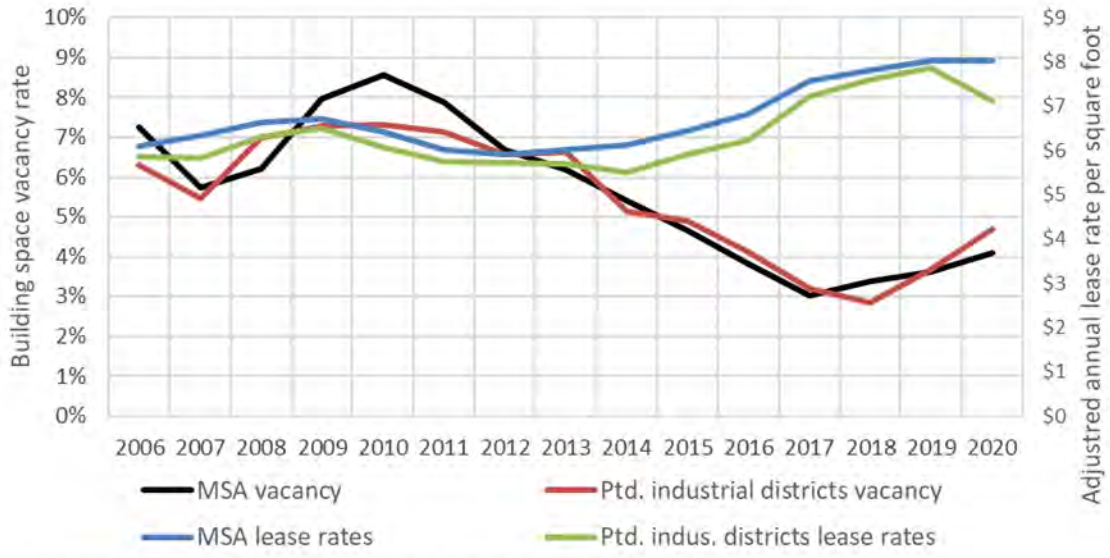
Overstated industrial land supply – While the UGR's industrial land supply for Portland (1,200 acres) is relatively consistent with BPS' preliminary estimate, we are concerned that Metro has overestimated the industrial land supply in the rest of the region in a variety of ways.

- Suitable supply for location-specific demand – The UGR does not track land demand nor supply based on location-suitability criteria or a regional trend analysis by business district type. Instead, the UGR appears to assume that industrial land supply is loosely substitutable across the region. This is not the case when businesses make location decisions. The largest discrepancy is the concentration of the region's Logistics and Wholesale jobs in industrial districts near interstate highways and multimodal freight infrastructure. Some of the region's Warehouse & Distribution land demand is substitutable at dispersed locations, but most of it is not. For example, the City of Portland has 73% of tri-county Logistics jobs, but Portland's freight-hub districts are building out. Portland's 2016 EOA and current industrial land supply studies raise concerns about Portland's tight industrial land supply and ability to meet future demand in these freight-hub districts. The UGR lacks the detail in location needs for different industrial sectors and region's ability to accommodate their growth or the consequences of failing to meet the demand (sprawl to exurban areas).
- 10-acre and larger lot demand – The UGR does not appear to compare land demand and supply by site size. We are concerned that the region has an inadequate supply of 10-acres or larger sites. Larger sites made up 68% of new industrial construction in Portland in the last business cycle. While industrial land demand is present across the site-size distribution, our preliminary

land demand and supply analysis shows the potential for several hundred acres of unmet demand for sites 10 acres and larger in Portland, which are businesses that will seek locations elsewhere in the region (or outside the region).

- Industrial land readiness investment – A third major example of over-stated industrial land supply in the URG is the region's underfunded needs for industrial land readiness. Metro's Industrial Land Readiness toolkit clarifies this issue in detail.
- It is unclear if Metro's methodology adequately accounts for constraints on development for factors such as brownfields, small parcel sizes (less than 0.5 acres); and steep slopes. These factors contribute to overstating the effective supply.

Misreading the tight industrial land supply – BPS is concerned that the UGR sends the wrong message (finding more than adequate industrial land supply) at time of low vacancy rates and increasing rents and land values. The region's traded sector economic base that drives regional prosperity relies primarily on industrial land. The UGR could drive complacency that will undermine long-standing regional economic development goals. Market-effective industrial land supply has been tight in the region since 2015 (see chart below), as building vacancy rates dropping below 5% have pushed up rents to less competitive levels for growth. In turn, the metro area's tight land supply generates sprawl beyond the region. A Colliers' 2023 report on the 'I-5 OR/WA logistics corridor' (see link) identifies 62 industrial projects under construction last year that span the Portland and Seattle metro areas and the I-5 corridor between them.



Source: BPS from CoStar data; annual inflation-adjusted rates (2020 $)

Recommendations – BPS made similar comments about the 2018 UGR that were not taken into account. The UGR employment land methodology needs rethinking.

- Trend-based forecast scenario – The draft UGR employment forecast and capacity analysis is used for other purposes, such as economic development strategies and public and private investments, that go beyond the immediate decision on the UGB. Metro should acknowledge Oregon Employment Department's current sector projections for the Tri-County Area as a UGR forecast scenario that is primarily based on sector trends and not tied to Metro's population

forecast. The average annual growth rate (AAGR) of OED's current 2022-2032 projection is 1.1% for Total Nonfarm Employment, compared to 0.4% in the draft UGR. OED's projection methodology more closely fits the market-trend approach required of cities and counties by Oregon's Goal 9 for employment land planning.

- Rethink UGR employment forecast and capacity analysis - the next (2030) UGR should better align with Oregon's Goal 9 requirements for adequate employment land capacity, estimating demand from market trend opportunities of employment land types, substantially delinked from the population forecast. It should address Goal 9 requirements to analyze land supply and demand by employment land type and to analyze supply and demand by site size for each land type.
- Regional growth capacity strategy – Metro should lead work to prepare a market-responsive regional land-supply strategy to meet industrial demand in suitable locations. This work should be completed to inform the next UGR. It should include analysis and recommendations for industrial land readiness funding and Urban Reserves expansion in market-responsive locations. Current inventory gaps include predominant demand for 10+ acre sites and lack of capacity in near interstate highways or multimodal freight infrastructure. Additionally, cities and counties lack financial resources to overcome development barriers on sites in the existing industrial land supply.

<u>Commercial</u>

Commercial employment forecast appears to be reasonable, but the UGR is missing key details on office/retail/institution sector allocations and resulting demand that are needed to make an informed decision.

Please consider adjusting the commercial land supply analysis and methodology. Metro's backcasting redevelopment probability discount rates drastically reduces commercial development capacity. The proforma financial feasibility methodology is biased towards residential development, which does not adequately account for a residential/commercial split based on recent development trends. Finally, the methodology does not account for intensification of existing businesses/buildings. In the face of increased demand, businesses will add employees/shifts, expand hours and otherwise use existing building space more efficiently and increase productivity without increasing land demand.

The underestimating of commercial land capacity leads to the erroneous conclusion that the region has a deficit of commercial land.

<u>Sherwood West</u>

The UGR needs additional information on how the expected residential, industrial and commercial capacity increases in the Sherwood West area will help meet regional needs.

Generally, the city of Portland is a proponent of infill and redevelopment within the UGB and bases considerations about UGB expansions on their ability to promote urban growth patterns that fulfill the regional policy objectives of equity, housing affordability, economic opportunity and reducing carbon emissions. Those considerations include UGB expansions that:

- Promote and accommodate housing options that include middle housing and higher density multi-dwelling and/or mixed use developments;

- Address the regional need for affordable housing for a wide range of households;
- Create a land use pattern (20+ units per acre) that can be cost effectively served by transit and active transportation; and
- Accommodate large site industrial uses with protections in place to prevent conversion to non-industrial uses.

As proposed, the Sherwood West concept plan does not meet these criteria. The housing element is low-density, expensive housing with minimal opportunities for middle housing with no affordable housing strategy and will not serve the region's future housing needs or address its affordability challenge. The commercial development in the form of wine country hospitality (with no supporting plan to provide affordable housing for workers) is inappropriate to meet the regional commercial land needs. The employment area is promising but various references to "mixed" employment raise concern that the large lot industrial opportunity will not come to fruition. The employment area should be designated on Metro's Title 4 map as a Regionally Significant Industrial Area and not subject to conversion or leakage to commercial uses. Finally, the concept plan lacks an equity analysis and any discussion on how it can address racial income disparities in the region.

Equity analysis

Metro's equity analysis is limited to a look back at UGB expansion areas in Happy Valley and Bethany. These case studies lack comparison to the region as a whole and consideration of household income levels and are not representative of or informative as to how this analysis reflects a regional perspective.

There is no equity analysis of the regional forecast and land capacity analysis – both in terms of housing and employment opportunities. Nor is there any equity analysis of the Sherwood West expansion area and how it can address racial income disparities in the region.

Miriam Hanes

From: Eryn Kehe
Sent: Thursday, August 22, 2024 8:36 AM
To: Miriam Hanes
Subject: Fwd: BPS comments on the draft UGR
Attachments: Metro Urban Growth Report BPS comments 08.21.24.pdf

Miriam,

More UGR comments.

Eryn Deeming Kehe, AICP
She / her
Urban Policy and Development Manager
Metro

From: Armstrong, Tom <[redacted]>
Sent: Wednesday, August 21, 2024 5:21:23 PM
To: Catherine Ciarlo <[redacted]>; Malu Wilkinson <[redacted]>; Eryn Kehe <[redacted]>; Ted Reid [redacted]; Josh Harwood [redacted]
Cc: Kountz, Steve [redacted]; Diefenderfer, Patricia [redacted] Emerald Bogue <[redacted]>; Bouillion, Tom <[redacted]>
Subject: [External sender]BPS comments on the draft UGR

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Thank you for the opportunity to meet and provide feedback on the draft UGR. As a follow up to our recent meeting, we would like to share these summary comments to help inform your COO recommendation. Also attached is additional detailed feedback on specific topics.

BPS' feedback is focused on the broader policy implications of growth projections beyond the implications for the pending UGB expansion proposal. Our request is that Metro consider those broader policy implications for the region in terms of how we expect to grow in a way that is equitable and meets other regional goals, such as housing affordability, equitable economic opportunity and reducing carbon emissions, when considering its recommendations to the Metro Council.
Overarchingly, by basing the regional forecast on national forecasts, the UGR is missing the important context that, historically, Oregon has grown faster than the nation and the Portland region has grown faster than the state.

While we agree that population will grow slower than in the past, we are concerned that the Metro forecast is too low, which will affect planning for housing that will result in insufficient housing capacity that will continue to exacerbate our housing affordability challenges. Metro should select the Strong Urban Market housing mix with a high population/household forecast to ensure that future growth

patterns reinforce the goals to have compact development and provide a wide range of housing types to accommodate changing socio-economic demographic factors. This scenario best fits the expected trends for older, smaller households. It also addresses affordability concerns – the future need will be for multi-dwelling and middle housing units. Eighty-one (81%) of future households will be financially challenged or unable to purchase homes with current median sales price at roughly $550,000. Metro can select this scenario without creating the need for a massive UGB expansion by adjusting the redevelopment rate in the development capacity model (see attached detailed comments).

The consequence of not planning for population growth is that it will likely constrain the state and region's economic growth. The assumption that that lower population growth will mean slower economic growth because access to labor will be the constraining factor will serve as a constraint to future economic growth and expansion. Given post-Covid trends, we know that the workforce and capital are mobile. If the region has the land capacity for businesses to expand then workers will migrate to the region. If the region does not have the land capacity, then economic growth will be constrained. The Oregon Office of Economic Analysis proscribes a similar practice (page 32) - Oregon's economic condition heavily influences the state's population growth. It is economy that determines the ability to retain existing work force as well as attract job seekers.
Similarly, our concern is low industrial job projections could also serve to constrain economic development potential in the state and the region over the longer term. Projecting low industrial employment and identifying an "oversupply" of industrial land could undermine longstanding city and regional efforts to make investments (brownfield clean up and infrastructure investment) that will make industrial land ready for development. The message that the region has an abundant supply of industrial land could dissuade decisionmakers and leaders from difficult decisions and prioritizing the investments needed to realize that economic opportunity. The net result will be a lack of middle wage job opportunities that will advance city and regional equity and climate goals. The UGR assumptions for industrial job growth vary widely relative to regional growth trends and State of Oregon employment projections. The UGR comes to the opposite conclusion of the private market, which has found inadequate industrial land supply since around 2015, as evident in the region's low industrial vacancy rates and rising rents and land values of the last decade. As it relates to the commercial land supply, Metro's redevelopment probability discount rates and a bias towards residential development drastically reduces the commercial development capacity. For example, Metro finds that Portland has 34 acres of commercial capacity, whereas BPS' analysis finds that figure to be 500 acres.

Generally, the city of Portland is a proponent of infill and redevelopment within the UGB and bases considerations about UGB expansions on their ability to promote urban growth patterns that fulfill the regional policy objectives of equity, housing affordability and reducing carbon emissions. Those considerations include UGB expansions that:

- Promote and accommodate housing options that include middle housing and higher density multi-dwelling and/or mixed-use development;
- Address the regional need for affordable housing for a wide range of households;
- Create a land use pattern (20+ units per acre) that can be cost effectively served by transit and active transportation; and
- Accommodate large site industrial uses with protections in place to prevent conversion to non-industrial uses.

As proposed, the Sherwood West concept plan does not meet these criteria. The housing element is low-density, expensive housing with minimal opportunities for middle housing and no affordable housing strategy and will not serve the region's future housing needs or address our affordability challenge. The commercial development in the form of wine country hospitality (with no supporting plan to provide affordable housing for workers) is inappropriate to meet the regional commercial land needs. The employment area is promising but various references to "mixed" employment raise concern that the large lot industrial opportunity will not come to fruition. The employment area should be designated on Metro's Title 4 map as a Regionally Significant Industrial Area and not subject to conversion or leakage to commercial uses. Finally, the concept plan lacks an equity analysis and any discussion on how it can address racial income disparities in the region.

The Urban Growth Report (UGR) is an opportunity to frame future regional planning discussions such as the regional housing production strategy, a refresh of the 2040 Growth Concept, and a needed regional discussion on economic development land needs that go beyond the technology sector.

We look forward to continuing this discussion.

Tom Armstrong, Supervising Planner
he/him
City of Portland Bureau of Planning and Sustainability
[redacted]

The City of Portland is committed to providing meaningful access. For accommodations, modifications, translation, interpretation or other services, please contact at [redacted] or use City TTY [redacted].

-----Original Appointment-----
From: Metro Planning, Development and Research Calendar <[redacted]>
Sent: Wednesday, July 24, 2024 1:50 PM
To: Metro Planning, Development and Research Calendar; Emerald Bogue; Kountz, Steve; Armstrong, Tom; Bouillion, Tom; Catherine Ciarlo; Wilkinson, Malu; Eryn Kehe; Ted Reid; josh.harwood; Dennis Yee; David Tetrick; Diefenderfer, Patricia
Subject: UGB follow up (Port/Metro/City of Portland)
When: Tuesday, August 6, 2024 2:30 PM-3:30 PM (UTC-08:00) Pacific Time (US & Canada).
Where: Teams/virtual

Thank you for making time for this meeting to follow up on draft Urban Growth Report technical questions. (Adding Patricia Diefenderfer to this meeting per Catherine's request.)
Below is a draft agenda:

- Welcome and introductions
- Project schedules
  - Growth management schedule
  - 2040 Future Vision schedule
  - Distributed forecast schedule

- City of Portland and Port concerns
- Next steps

Kind regards,
Lisa Hunrichs (she, her)
Executive Assistant to the Director and Deputy Director
Metro Planning, Development, and Research
Cell: [redacted]

Miriam Hanes

From: Ted Reid
Sent: Friday, April 5, 2024 3:26 PM
To: [redacted]
Cc: 2040
Subject: RE: Sherwood West

Hi Dave,
You are correct that the City of Sherwood has submitted a proposal for adding the Sherwood West urban reserve to the urban growth boundary. I can't speculate on what the Metro Council's decision will be. Under state law, they can only add land to the UGB if there is a demonstrable regional need for it. We have not yet completed that analysis, which will be released in draft form in late June. Sorry I can't be of more assistance at this time.

Thanks,
Ted

Ted Reid
Principal Regional Planner
Planning, Development and Research Department

Metro | oregonmetro.gov
600 NE Grand AVE
Portland, OR 97232-2736

[redacted]

From: Dave Balfour <[redacted]>
Sent: Thursday, April 4, 2024 4:13 PM
To: 2040 <[redacted]>
Subject: [External sender]Sherwood West

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

Good afternoon,

I am working with the City of Sherwood and Clean Water Services on some land valuations in the Sherwood West expansion area.

It is my understanding that Sherwood is submitting to Metro the Sherwood West concept plan (attached) to Metro in a request for UGB expansion this year (2024).

I am hoping to report in my appraisal the likelihood or probability of Metro expanding UGB. I understand nothing is definitive, but I also want to know if there is a strong chance that the UGB expansion could be denied.

Thanks for your time. Feel free to call.

Dave

David E. Balfour, MAI
President, Portland Valuation Group, Inc.
Certified General Appraiser
Phone: [redacted]
[redacted], Sherwood, OR 97140

DOING BUSINESS AS:

OREGON VALUATION GROUP

THE VALUATION GROUP
[redacted]
Sherwood, Oregon 97140
Voice: [redacted] [redacted]

Metro Council
600 NE Grand Ave
Portland, OR 97232

August 20, 2024

Re: Sherwood West Concept Plan Proposal

To Whom It May Concern:

My name is David Balfour, and I am a Commercial Real Estate Appraiser and am also a resident of Sherwood. As such, I would like to document my **support** to approve the Sherwood West Concept Plan as proposed by the Sherwood Planning Department as both a commercial real estate expert and a community member.

As an appraiser and investor, the Sherwood market has historically exhibited extremely limited employment land supply. While performing appraisal work and comparing real property sales in Sherwood, Tualatin, Wilsonville, Hillsboro, Beaverton, and other communities, it is consistently evident that Sherwood is the most constrained in terms of land supply as well as building supply. This creates barriers to market entry for tenant business owners. As an appraiser and investor, I believe my experience in these markets qualify me to understand the supply and demand constraints as well as the economic opportunity for the community of Sherwood (and the Portland Metropolitan Area as a whole). It should be noted that I have been monitoring the following potential expansion areas outside of Sherwood West:

- While there are lands in Hillsboro that were approved for industrial expansion, I personally have worked on +/-30 projects in that area over the past 18 months and know that every parcel is spoken for by a developer or users (all the way out to Jackson School Road where the UGB boundary lies). Thus, Hillsboro does not provide a substantive supply relief option.
- North Plains voters rejected expansion plans in May 2024, again providing no relief to the Portland Metropolitan area's industrial land shortage.
- On the east side, there are many transportation projects and funding constraints preventing parcels along Highway 212 from development based upon information I have gathered from multiple appraisal assignments. Again, the east side of Interstate 5 does not provide substantive supply relief options.
- Furthermore, it is frustrating to watch the growth that Vancouver and Clark County are experiencing (and benefiting) from our businesses and companies relocating across the Willamette River for a variety of reasons including supply constraints. While that Southwest Washington submarket is soaring, the Portland Metropolitan area is losing business, jobs, and tax revenue which I believe can be partially offset by suburban land supply creation in Sherwood West.

THE VALUATION GROUP
[redacted]
Sherwood, Oregon 97140
Voice: [redacted] [redacted]

- I want to point out that supply is constrained with hardly any fully served industrial sites. I was shocked to recently observe offers on a property that would take +/-5 years to simply perform site work (grading and utilities) to bring online for building construction.

Similarly, Sherwood has a shortage of residential housing supply which results in the available supply being significantly priced (upward pressure) and therefore unaffordable to many. I am a paid SSD employee (Football Coach) and volunteer on the Sherwood Youth Football Association Board where I hear from many parents that home pricing in Sherwood is extreme and prevents friends and family from moving to the area. Considering the planning and positioning of the Sherwood School District (which is one of the best in the state) to provide facilities that can accommodate substantive student growth, as well as surrounding lands that can support residential development, it is critical to increase residential land supply to maximize the Sherwood School District facilities and alleviate residential housing price affordability.

Lastly, and most critically, the recent roadway infrastructure improvements at two of Sherwood primary intersections (Sunset Blvd/Elwert Rd/Highway 99W and Roy Rogers Rd/Tualatin-Sherwood Rd/Highway 99WW) as well as the commuting routes of Roy Rogers Road and Tualatin-Sherwood Road, position both employment and residential users to benefit from urban expansion areas.

In closing, I believe that the community is well positioned from an infrastructure standpoint to support these expansion plans. Furthermore, expansion as proposed will strengthen the existing community and provide a highly desirable opportunity to work/live for the Portland Metropolitan area.

Therefore, I urge the Metro Council to approve the Sherwood West Concept Plan as proposed. Thank you for reading my testimony, your consideration of this matter is very much appreciated.

Sincerely,

David E. Balfour, MAI
[redacted]
Sherwood, OR 97140
Email: [redacted]
[redacted]

Miriam Hanes

From: Dave Balfour <[redacted]>
Sent: Tuesday, August 20, 2024 1:23 PM
To: Metro 2040
Subject: [External sender]Sherwood West Concept Plan Proposal - Written Testimony
Attachments: Dave Balfour Written Testimony.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hello,

Please see my written testimony regarding the Sherwood West Concept Plan Proposal. Let me know if you have any questions or need additional information.

David E. Balfour, MAI
The Valuation Group
[redacted]
Sherwood, Oregon 97140
P: [redacted]
This message was sent via voice text. Please forgive typographical errors.

Miriam Hanes

From: Brittni Beers <[redacted]>
Sent: Thursday, August 15, 2024 6:19 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Opposition to Sherwood West UGB Expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Brittni Beers-Branco

Sent from my iPhone

Miriam Hanes

From: Hella Betts <[redacted]>
Sent: Friday, January 26, 2024 11:08 AM
To: 2040
Subject: [External sender]Metro decision on a UGB expansion request end of this year (2024) Sherwood, OR

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good Morning Metro:

As a property owner of 13 acres on 19945 & 19525 SW Kruger Rd, Sherwood, Or - outside of the UGB, I strongly support to be included in the UGB. We are directly behind the new Sherwood High School with a "turn around intersection of Elwert and Kruger which causes traffic going from Newberg to Hillsboro. The congestion from the High School Literally makes the case for growth, road improvement, local businesses so students do not have to use cars to cross 99W. Sherwood is the "gateway to the coast and wine country" it would be SAD to be like Tigard and just be a "drive though".

This also could be a promotion advertising to come to "OREGON as a DESTINATION".

Thank you,
Hella Betts
[redacted]
Sherwood, OR 97140

August 9, 2024

Metro Councilor Christine Lewis
(via email)

Dear Councilor Lewis:

I am writing on behalf of the Borland Property Owners Association, which represents owners located along I-205 and south of the Tualatin River (map attached) – and which has been in "Urban Reserves" for many years. It is part of the largest area within Metro's boundary that is Urban Reserves, and it is the only formerly Tier 1 Urban Reserve not yet within a UGB. Our comments focus on the need for housing, recognizing that there also is a significant market need for business/industrial land.

Metro's Draft Urban Growth Report (DUGR) as presented to Council is not merely a statistical exercise. It is in fact a package of major policy decisions that should be rigorously discussed by the Council in open, regularly scheduled Council meetings and only after that voted upon.

The DUGR appears against a backdrop of what is widely described as a housing crisis: A shortage of tens of thousands of units of housing that is affordable to working Oregonians, as well as a severe shortage of housing accessible with either direct or indirect subsidies.

In summary, we have a large supply-demand imbalance. Lack of supply has driven Portland-area costs well above comparably sized, successful cities. For example, based on National Association of Realtors sale price data from Q1 2024 (attached):

- Charlotte, North Carolina, is about 10% larger than Portland but its housing costs are about 20% less.
- Pittsburgh is of comparable size and its housing costs are about 42% of those of Portland.
- Even Phoenix, Arizona, is nearly twice Portland's size by population and yet its housing costs are about 10% less.

All these areas are prosperous, desirable places to live – and are more affordable than Metro Portland.

This crisis prompted Metro to go to the ballot and get approval for an income tax to pay for housing subsidies, and it has prompted the Legislature and Governors to collaborate on passage of major housing measures in recent years.

And yet there has been little movement of Metro-controlled urban growth boundaries, the most tangible means by which Metro can increase the supply of legally buildable land and by doing so mitigate costs. If we really are in the midst of a housing crisis, then moving UGBs should be part of the action plan to counter it.

[redacted] Portland, Oregon 97229 [redacted] · [redacted]

Our problem has become a negative flywheel feeding on itself: Excessive costs discourage in-migration necessary to make up for the macro trend of an aging native population, primarily driven by the Baby Boom generation and decreasing family sizes among following generations. An aging population leads toward economic stagnation and limited opportunity for the working-age population.

While Metro cannot realistically change the macro aging trend among the native population, in-migration is well within Metro's policy influence. It is not merely a matter of picking a high, medium, or low in-migration projection. *The policy choice before the Metro Council is whether to encourage in-migration*. It can do so by greatly expanding the supply of housing land.

The DUGR also makes highly questionable assumptions about acceptable density. While noting that younger people are willing or even desire to live in dense multifamily housing, it fails to note that many of today's 20-somethings soon will be 30-somethings with young families seeking single-family homes with a yard. If Metro expands UGBs now, then the housing they likely will desire could be reasonably available within 10 years.

The report also notes increasing amounts of dense or attached single-family housing such as multistory townhouses, and projects proportionately more such housing *without acknowledging the growing need of the older component of the population for single-level housing*.

Metro has a responsibility to meet these needs, which cannot be met entirely by infill and redevelopment. It cannot meet its responsibility to provide for sufficient legally developable land by merely ratifying a report that, despite its earnest statistical analysis, is a series of guesses tilted toward a slow- or no-growth policy choice.

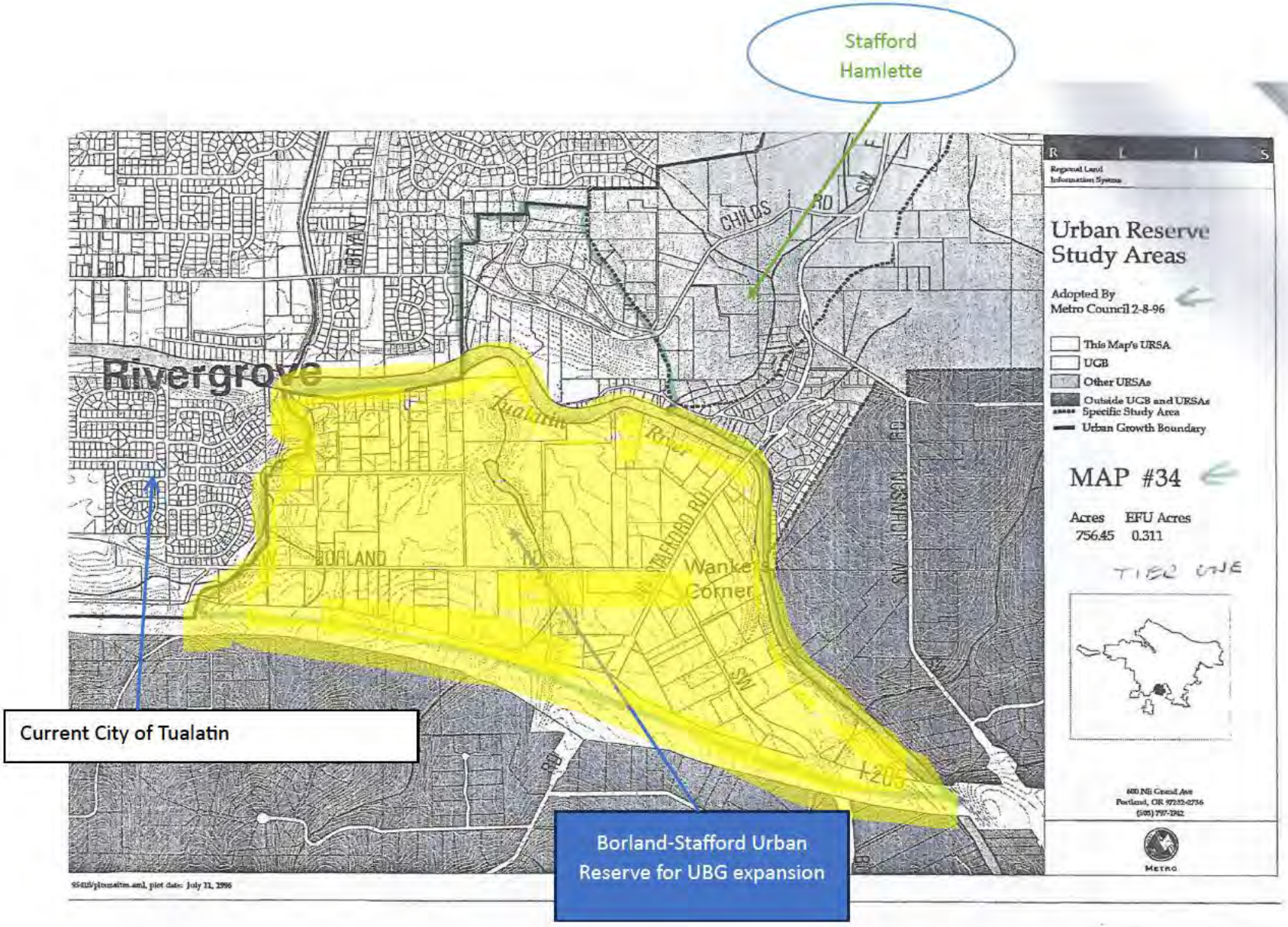
Borland can be part of the solution and help Metro meet its statutory responsibility. Based on consultation with civil engineers and developers over many years, we are confident that the developable acreage in Borland easily could accommodate approximately 1,500 units of mixed types of housing, along with an adequate supporting retail center. Its existing access to I-205 and major arterials, with improvements, make it an ideal location from which to commute to jobs along the I-205 and I-5 corridors.

To have the deepest, broadest impact on metropolitan Portland's shortage of both housing and industrial land, Metro must make bold policy decisions like bringing Borland out of Reserves and into a developable UGB.

Best regards,



Tom Holt
for Borland Property Owners Association


Stafford
Hamlette
Rivergrove
Tualatin River
BORLAND
Wanke Corner
CHILDS RD
SW FRANKLIN
SW JOHNSON RD
I-205
Urban Reserve Study Areas
Adopted By Metro Council 2-8-96
This Map's URSA
UGB
Other URSAs
Outside UGB and URSAs
Specific Study Area
Urban Growth Boundary
MAP #34
Acres 756.45
EFU Acres 0.311
TIER ONE
Metro
Current City of Tualatin
Borland-Stafford Urban Reserve for UBG expansion

Page 64

National Association of REALTORS®
Median Sales Price of Existing Single-Family Homes for Metropolitan Areas

CBSA Code	Metropolitan Area	2021	2022	2023 r	2023 I	2023 II	2023 III	2023 IV r	2024 I p	Q1-Q1 %Chya
					(Not Seasonally Adjusted, 000s)					
	U S	357 1	392 8	394 1	371 0	402 5	406 3	391 3	389 4	5 0%
	NE	394 1	426 0	444 4	394 1	452 6	467 7	441 0	437 6	11 0%
	MW	263 3	281 9	290 8	263 6	301 2	304 6	282 3	283 1	7 4%
	SO	317 5	359 5	362 0	345 9	367 6	367 9	359 4	357 3	3 3%
	WE	558 8	617 1	602 6	559 3	609 5	623 2	609 3	600 3	7 3%
40980	Saginaw, MI	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
41940	San Jose-Sunnyvale-Santa Clara, CA	1640 0	1797 8	1765 0	1618 4	1800 0	1850 0	1750 3	1840 0	13 7%
11244	Anaheim-Santa Ana-Irvine, CA	1099 0	1235 0	1260 0	1195 5	1250 0	1305 0	1299 5	1365 0	14 2%
41860	San Francisco-Oakland-Hayward, CA	1320 0	1350 0	1272 5	1140 0	1335 0	1300 0	1251 0	1300 0	14 0%
46520	Urban Honolulu, HI	996 2	1126 7	1055 9	1029 0	1060 7	1061 9	1069 4	1085 8	5 5%
41740	San Diego-Carlsbad, CA	830 0	911 0	931 2	880 0	942 4	978 5	931 6	981 0	11 5%
42020	San Luis Obispo-Paso Robles, CA	762 1	889 3	888 6	850 2	890 9	889 9	912 1	909 3	7 0%
37100	Oxnard-Thousand Oaks-Ventura, CA	980 2	896 9	903 3	844 8	904 9	921 5	916 8	908 7	7 6%
41500	Salinas, CA	886 6	899 2	933 4	863 9	915 6	945 3	993 9	899 2	4 1%
34940	Naples-Immokalee-Marco Island, FL	645 0	782 0	790 0	777 0	850 0	770 0	755 0	850 0	9 4%
31084	Los Angeles-Long Beach-Glendale, CA	801 3	849 4	833 4	746 8	789 4	897 6	884 4	823 0	10 2%
14500	Boulder, CO	782 7	857 8	857 2	836 9	871 2	857 8	849 4	822 4	-1 7%
42660	Seattle-Tacoma-Bellevue, WA	698 6	756 2	735 0	699 3	760 8	744 3	732 2	755 3	8 0%
14460	Boston-Cambridge-Newton, MA-NH	642 2	685 6	714 0	644 4	734 2	745 1	704 7	704 7	9 4%
12700	Barnstable Town, MA	617 8	683 0	715 4	672 7	711 5	731 0	737 8	701 7	4 3%
35004	Nassau County-Suffolk County, NY	635 1	670 8	683 5	653 2	673 4	702 3	696 6	695 9	6 5%
35614	New York-Jersey City-White Plains, NY-NJ	535 8	589 2	623 9	560 2	608 8	650 5	659 2	663 1	18 4%
35620	New York-Newark-Jersey City, NY-NJ-PA	561 0	607 6	636 9	577 3	629 0	665 0	659 3	659 2	14 2%
14860	Bridgeport-Stamford-Norwalk, CT	630 0	657 7	694 1	600 7	722 4	728 5	681 9	658 1	9 6%
19740	Denver-Aurora-Lakewood, CO	607 1	670 1	661 0	636 1	674 5	673 0	652 3	651 0	2 3%
42140	Santa Fe, NM	535 5	610 3	638 7	608 7	641 0	669 4	629 7	631 1	3 7%
33100	Miami-Fort Lauderdale-West Palm Beach, FL	480 0	557 5	593 0	560 0	605 0	602 5	600 0	625 0	11 6%
35084	Newark, NJ-PA	512 3	563 3	621 7	513 4	635 6	672 7	628 4	610 1	18 8%
39900	Reno, NV	531 8	596 6	585 8	535 8	585 8	608 0	599 0	605 9	13 1%
22660	Fort Collins, CO	514 3	610 0	611 2	590 4	628 9	622 1	586 1	604 5	2 4%
47900	Washington-Arlington-Alexandria, DC-VA-MD-WV	544 3	585 0	602 7	557 2	629 0	612 6	591 7	600 2	7 7%
40140	Riverside-San Bernardino-Ontario, CA	510 0	565 0	565 0	550 0	570 0	565 0	565 5	579 9	5 4%
38900	Portland-Vancouver-Hillsboro, OR-WA	536 4	591 0	584 8	556 8	599 4	593 4	579 4	574 0	3 1%
41100	St George, UT	462 7	583 2	537 6	512 2	548 0	541 9	541 6	554 8	8 3%
41620	Salt Lake City, UT	486 1	569 1	542 2	522 7	546 9	554 5	541 0	551 2	5 5%
40900	Sacramento--Roseville--Arden-Arcade, CA	500 0	540 0	527 1	500 0	530 0	542 0	535 0	533 9	6 8%
38860	Portland-South Portland, ME	418 1	473 0	505 1	462 8	538 7	528 0	495 5	512 4	10 7%
35840	North Port-Sarasota-Bradenton, FL	405 0	505 6	510 0	500 0	525 0	515 0	499 9	510 0	2 0%
31700	Manchester-Nashua, NH	412 6	466 0	485 3	441 9	489 5	505 6	486 8	508 4	15 0%
39340	Provo-Orem, UT	475 7	569 1	510 5	492 6	520 3	532 7	500 9	507 4	3 0%
24540	Greeley, CO	453 0	489 3	484 9	471 7	489 0	491 7	484 5	482 6	2 3%
36260	Ogden-Clearfield, UT	417 8	483 0	475 1	451 9	485 6	481 7	478 6	482 1	6 7%
14260	Boise City-Nampa, ID	468 6	491 6	474 0	440 7	480 8	485 9	478 1	471 5	7 0%
39300	Providence-Warwick, RI-MA	396 1	440 9	460 9	417 0	462 3	480 1	467 5	470 7	12 9%
38060	Phoenix-Mesa-Scottsdale, AZ	415 4	477 9	459 6	439 7	464 2	467 2	466 5	470 5	7 0%
12420	Austin-Round Rock, TX	488 6	555 4	481 2	467 9	496 3	485 7	466 4	466 7	-0 3%
29820	Las Vegas-Henderson-Paradise, NV	397 0	466 4	450 4	431 4	449 6	460 6	459 6	465 4	7 9%
21660	Eugene, OR	417 1	463 9	465 4	451 0	475 4	476 9	450 4	462 7	2 6%
20524	Dutchess County-Putnam County, NY	397 0	431 8	440 3	397 0	434 7	460 1	457 0	454 1	14 4%
48900	Wilmington, NC	355 3	410 1	441 5	416 5	439 4	456 5	447 5	453 7	8 9%
15540	Burlington-South Burlington, VT	389 2	442 2	471 1	429 5	486 5	478 1	468 9	448 9	4 5%
17820	Colorado Springs, CO	432 9	463 4	460 4	444 7	467 1	466 3	459 3	448 8	0 9%
41420	Salem, OR	411 1	451 7	452 7	453 7	451 0	456 2	449 7	446 0	-1 7%
31540	Madison, WI	361 5	392 7	417 9	397 9	429 2	428 3	403 7	445 3	11 9%
11700	Asheville, NC	378 6	426 9	456 6	435 2	456 0	463 5	466 6	444 7	2 2%
11460	Ann Arbor, MI	348 8	373 8	435 3	398 0	485 0	448 0	410 0	440 9	10 8%
20500	Durham-Chapel Hill, NC	397 9	453 6	468 3	412 6	495 5	483 2	460 0	440 9	6 9%
39580	Raleigh, NC	392 8	455 3	459 9	420 0	471 6	478 6	461 2	439 8	4 7%
30860	Logan, UT-ID	364 2	441 6	431 7	441 9	440 6	421 0	424 3	436 1	-1 3%
42680	Sebastian-Vero Beach, FL	325 0	375 0	387 5	384 0	412 0	373 4	385 0	435 8	13 5%
36740	Orlando-Kissimmee-Sanford, FL	356 9	420 0	434 0	419 9	435 0	436 5	442 0	435 0	3 6%
49340	Worcester, MA-CT	371 7	409 1	436 6	387 6	452 0	456 5	434 3	430 9	11 2%
28420	Kennewick-Richland, WA	380 9	440 3	428 4	425 4	428 9	433 6	422 8	426 9	0 4%
38940	Port St Lucie, FL	332 0	400 0	409 9	391 5	410 0	413 6	420 0	425 0	8 6%
40060	Richmond, VA	342 8	374 0	393 0	362 3	395 0	401 7	412 8	425 0	17 3%
16700	Charleston-North Charleston, SC	375 2	416 1	423 2	406 0	430 2	421 5	429 0	421 4	3 8%

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	Metropolitan Area	2021	2022	2023 r	2023 I	2023 II	2023 III	2023 IV r	2024 I p	Q1-Q1 %Chya
					(Not Seasonally Adjusted, 000s)					
15980	Cape Coral-Fort Myers, FL	360 0	430 0	420 0	434 0	439 0	405 0	400 0	415 0	-4 4%
11260	Anchorage, AK	380 6	408 4	423 9	395 6	441 0	437 2	400 8	412 0	4 1%
28740	Kingston, NY	346 6	379 7	401 1	358 9	394 5	427 1	421 8	411 1	14 5%
23420	Fresno, CA	370 0	410 0	410 0	390 0	420 0	420 0	405 0	410 0	5 1%
23580	Gainesville, GA	345 0	393 9	401 5	383 5	420 4	401 5	398 7	405 8	5 8%
44060	Spokane-Spokane Valley, WA	382 1	423 9	412 7	383 4	424 4	433 2	397 6	405 4	5 7%
45300	Tampa-St Petersburg-Clearwater, FL	330 0	400 0	405 0	390 0	409 9	415 0	410 0	405 2	3 9%
34980	Nashville-Davidson--Murfreesboro--Franklin, TN	349 5	403 7	401 5	385 8	401 3	413 6	405 3	404 3	4 8%
18880	Crestview-Fort Walton Beach-Destin, FL	384 1	420 0	410 0	400 0	432 0	407 0	394 6	399 0	-0 2%
16740	Charlotte-Concord-Gastonia, NC-SC	354 1	397 7	398 0	387 2	403 1	406 9	395 1	398 3	2 9%
17020	Chico, CA	419 8	439 6	409 2	387 4	412 9	424 7	407 0	397 0	2 5%
27260	Jacksonville, FL	325 0	386 5	389 4	370 0	390 9	390 0	392 7	390 0	5 4%
46060	Tucson, AZ	331 2	371 9	377 1	362 6	383 3	381 6	378 8	389 7	7 5%
12580	Baltimore-Columbia-Towson, MD	358 1	378 2	388 6	357 8	399 8	406 3	383 9	385 0	7 6%
45940	Trenton, NJ	353 7	367 8	398 8	338 8	409 4	434 2	419 7	380 4	12 3%
39460	Punta Gorda, FL	315 0	388 9	375 0	378 0	380 0	374 4	371 0	379 8	0 5%
19100	Dallas-Fort Worth-Arlington, TX	336 7	385 5	381 9	372 4	389 8	385 7	376 2	377 7	1 4%
33460	Minneapolis-St Paul-Bloomington, MN-WI	354 8	375 4	379 9	361 5	386 7	387 9	374 0	373 5	3 3%
12020	Athens-Clarke County, GA	293 1	349 4	369 8	349 9	385 4	366 9	371 7	372 9	6 6%
12540	Bakersfield, CA	323 2	364 6	370 4	358 9	371 9	383 3	367 3	370 3	3 2%
37340	Palm Bay-Melbourne-Titusville, FL	305 0	356 4	359 0	350 0	360 0	365 0	360 0	370 0	5 7%
12060	Atlanta-Sandy Springs-Marietta, GA	317 2	365 1	370 0	354 3	376 5	379 2	366 9	369 2	4 2%
34820	Myrtle Beach-Conway-North Myrtle Beach, SC-NC	294 0	364 3	366 5	368 4	368 3	366 7	362 5	366 1	-0 6%
35300	New Haven-Milford, CT	300 0	339 0	356 9	314 8	365 8	373 1	363 7	364 9	15 9%
19660	Deltona-Daytona Beach-Ormond Beach, FL	290 0	349 9	355 0	345 0	355 0	357 0	362 4	360 0	4 3%
23540	Gainesville, FL	299 6	340 0	354 0	335 5	366 0	360 0	344 0	354 4	5 6%
33340	Milwaukee-Waukesha-West Allis, WI	319 0	345 3	372 4	339 6	387 4	386 1	359 0	354 0	4 2%
16940	Cheyenne, WY	320 6	354 7	360 9	341 2	363 2	376 1	359 4	351 7	3 1%
28940	Knoxville, TN	279 0	325 1	341 3	323 0	342 4	350 6	346 9	351 2	8 7%
37460	Panama City, FL	298 5	353 6	365 0	365 0	370 0	366 6	361 9	351 0	-3 8%
25540	Hartford-West Hartford-East Hartford, CT	297 8	325 8	355 9	314 9	357 8	375 1	358 2	350 4	11 3%
16980	Chicago-Naperville-Elgin, IL-IN-WI	330 4	345 6	351 2	321 0	362 6	365 1	343 3	349 3	8 8%
22220	Fayetteville-Springdale-Rogers, AR-MO	271 2	329 2	346 9	328 8	356 0	349 3	347 5	342 7	4 2%
37980	Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	305 0	333 1	349 8	315 3	352 9	368 5	353 5	342 5	8 6%
10740	Albuquerque, NM	292 5	336 6	353 3	335 2	361 4	363 2	348 7	341 8	2 0%
49420	Yakima, WA	327 1	352 1	350 6	335 7	356 7	354 3	349 6	341 5	1 7%
35980	Norwich-New London, CT	296 0	326 4	345 9	310 1	345 9	361 4	353 9	337 0	8 7%
47260	Virginia Beach-Norfolk-Newport News, VA-NC	285 0	323 9	334 4	313 2	339 7	344 5	335 0	336 5	7 4%
26420	Houston-The Woodlands-Sugar Land, TX	304 1	345 0	340 3	327 0	348 3	345 6	336 6	334 1	2 2%
44140	Springfield, MA	287 5	318 1	336 2	296 0	336 0	355 1	337 8	333 7	12 7%
29460	Lakeland-Winter Haven, FL	270 0	335 0	334 4	329 0	335 9	335 0	335 6	333 3	1 3%
40340	Rochester, MN	291 2	319 0	319 8	303 8	332 7	315 6	316 5	331 3	9 1%
12100	Atlantic City-Hammonton, NJ	293 3	319 2	318 5	288 7	317 5	336 9	328 8	330 9	14 6%
17860	Columbia, MO	255 0	288 9	304 1	290 6	310 1	316 4	294 8	329 0	13 2%
24860	Greenville-Anderson-Mauldin, SC	279 1	322 3	335 5	310 0	333 9	340 4	351 8	326 9	5 5%
24340	Grand Rapids-Wyoming, MI	267 7	297 7	317 8	290 5	330 3	329 4	309 2	325 4	12 0%
20100	Dover, DE	283 8	304 1	318 0	294 7	323 3	333 4	313 6	323 6	9 8%
10900	Allentown-Bethlehem-Easton, PA-NJ	266 4	297 2	326 6	298 0	330 7	338 2	325 1	321 8	8 0%
43620	Sioux Falls, SD	269 5	314 3	325 9	286 1	341 4	333 6	322 5	321 3	12 3%
15500	Burlington, NC	250 5	307 8	317 2	304 6	313 2	327 9	320 2	320 9	5 4%
37860	Pensacola-Ferry Pass-Brent, FL	281 0	325 0	324 0	319 9	330 0	325 0	317 3	320 0	0 0%
29540	Lancaster, PA	260 6	292 1	313 7	279 7	318 8	327 8	320 5	318 3	13 8%
39380	Pueblo, CO	286 7	305 3	308 5	312 4	307 0	309 5	304 7	314 8	0 8%
26620	Huntsville, AL	280 4	324 9	324 2	313 6	324 3	325 2	333 5	313 9	0 1%
28140	Kansas City, MO-KS	279 2	309 5	320 1	291 0	333 9	328 8	315 8	308 6	6 0%
18140	Columbus, OH	274 1	301 1	312 7	284 7	327 5	323 4	307 1	306 6	7 7%
41700	San Antonio-New Braunfels, TX	291 2	337 7	326 8	320 5	334 1	332 1	315 7	305 8	-4 6%
45220	Tallahassee, FL	273 7	310 0	323 3	305 0	332 0	326 2	322 0	305 0	0 0%
27740	Johnson City, TN	231 5	263 6	288 4	253 9	294 3	301 5	292 5	302 9	19 3%
16860	Chattanooga, TN-GA	255 3	290 0	296 2	281 8	297 4	313 1	293 2	302 3	7 3%
26980	Iowa City, IA	258 1	277 8	292 5	271 6	297 7	301 5	286 7	302 1	11 2%
26900	Indianapolis-Carmel-Anderson, IN	260 5	294 6	305 2	289 3	311 2	316 4	300 1	300 1	3 7%
38340	Pittsfield, MA	302 4	326 0	331 9	287 4	287 4	353 1	349 9	300 0	4 4%
17420	Cleveland, TN	248 7	290 3	301 0	285 3	301 9	322 2	290 3	297 3	4 2%
49180	Winston-Salem, NC	235 6	280 5	289 9	277 0	292 2	299 4	287 8	295 8	6 8%
13820	Birmingham-Hoover, AL	271 2	303 9	301 1	276 5	315 8	310 2	301 9	295 0	6 7%
35100	New Bern, NC	221 9	252 3	281 0	250 5	301 4	282 1	283 8	293 7	17 2%
43900	Spartanburg, SC	235 4	272 3	289 8	278 7	291 1	295 1	294 6	292 7	5 0%
13900	Bismarck, ND	273 7	271 0	277 0	258 5	277 4	293 0	269 6	290 0	12 2%
25180	Hagerstown-Martinsburg, MD-WV	245 4	271 9	286 0	264 4	293 2	289 3	290 7	288 4	9 1%

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	Metropolitan Area	2021	2022	2023 r	2023 I	2023 II	2023 III	2023 IV r	2024 I p	Q1-Q1
					(Not Seasonally Adjusted, 000s)					%Chya
19780	Des Moines-West Des Moines, IA	258 2	274 9	288 0	265 3	296 6	297 6	282 6	288 0	8 6%
24580	Green Bay, WI	234 5	259 4	289 8	257 6	296 4	305 2	282 6	288 0	11 8%
36540	Omaha-Council Bluffs, NE-IA	242 0	272 6	290 0	274 1	297 5	297 8	282 3	286 1	4 4%
36100	Ocala, FL	230 0	280 0	285 0	279 9	287 1	286 0	289 0	285 3	1 9%
11540	Appleton, WI	241 0	263 9	284 6	274 9	284 7	293 3	279 5	284 9	3 6%
43300	Sherman-Denison, TX	254 2	277 1	282 9	256 1	296 2	288 5	285 2	284 6	11 1%
24660	Greensboro-High Point, NC	228 6	270 3	282 4	266 2	287 0	287 7	286 3	283 8	6 6%
30700	Lincoln, NE	245 1	273 1	288 6	275 0	292 7	295 9	286 2	283 0	2 9%
25860	Hickory-Lenoir-Morganton, NC	231 2	257 3	285 4	271 6	284 0	299 2	284 5	282 9	4 2%
22020	Fargo, ND-MN	255 9	283 8	288 9	267 9	300 8	290 2	284 5	282 5	5 4%
10580	Albany-Schenectady-Troy, NY	257 6	279 6	296 6	259 8	296 3	313 2	307 4	281 4	8 3%
17140	Cincinnati, OH-KY-IN	243 4	263 0	282 0	252 2	294 2	293 3	278 2	280 6	11 3%
35380	New Orleans-Metairie, LA	268 1	285 6	275 9	265 2	287 1	281 5	263 3	277 7	4 7%
40220	Roanoke, VA	244 5	267 7	278 2	266 7	284 2	283 1	277 7	276 0	3 5%
22140	Farmington, NM	215 7	248 0	259 7	240 7	251 5	273 8	265 9	274 9	14 2%
39540	Racine, WI	228 2	250 2	262 0	230 4	258 3	272 9	274 9	274 1	19 0%
32820	Memphis, TN-MS-AR	248 7	271 6	274 5	268 6	287 9	280 0	255 8	272 4	1 4%
17900	Columbia, SC	233 2	269 9	273 3	262 8	277 6	276 9	273 0	268 4	2 1%
14540	Bowling Green, KY	236 4	256 5	272 6	249 2	275 8	274 9	283 9	267 2	7 2%
30460	Lexington-Fayette, KY	224 2	242 5	257 8	242 2	261 3	265 1	258 8	267 0	10 2%
18580	Corpus Christi, TX	250 0	273 4	273 7	263 7	274 9	279 5	276 3	266 6	1 1%
19460	Decatur, AL	204 2	234 1	247 0	240 5	245 8	263 1	238 4	262 6	9 2%
31140	Louisville/Jefferson County, KY-IN	235 6	254 2	263 8	246 0	270 9	271 9	262 3	262 0	6 5%
13980	Blacksburg-Christiansburg, VA	250 2	272 2	284 9	255 7	308 4	295 2	271 2	261 6	2 3%
12940	Baton Rouge, LA	249 4	269 2	264 7	262 9	268 6	263 7	262 9	260 0	-1 1%
10180	Abilene, TX	215 4	239 0	240 1	238 2	235 1	253 3	234 6	258 4	8 5%
39740	Reading, PA	216 2	234 0	259 8	231 8	267 5	271 2	261 0	258 0	11 3%
21340	El Paso, TX	200 8	237 1	240 6	224 2	221 8	254 6	261 8	257 7	14 9%
47580	Warner Robins, GA	214 8	239 3	258 4	253 0	254 5	267 6	255 5	257 1	1 6%
27340	Jacksonville, NC	203 8	237 6	258 8	243 5	265 2	265 2	257 8	253 3	4 0%
49620	York-Hanover, PA	221 0	240 8	258 7	242 5	265 8	264 9	256 4	253 1	4 4%
25420	Harrisburg-Carlisle, PA	219 3	239 1	252 6	230 6	250 7	268 2	254 5	252 4	9 5%
36420	Oklahoma City, OK	194 2	223 4	243 8	227 3	247 6	251 2	243 3	251 0	10 4%
28700	Kingsport-Bristol-Bristol, TN-VA	191 4	223 3	255 6	237 8	257 6	261 8	260 3	250 5	5 3%
46140	Tulsa, OK	221 6	242 3	254 3	238 8	262 0	258 7	255 5	250 0	4 7%
23844	Gary-Hammond, IN	223 3	247 1	253 8	236 9	260 9	259 1	254 8	249 3	5 2%
41180	St Louis, MO-IL	226 1	245 3	254 4	231 1	266 2	268 6	243 7	241 1	4 3%
22180	Fayetteville, NC	189 8	217 9	234 0	220 3	239 8	240 1	233 2	240 2	9 0%
19820	Detroit-Warren-Deaborn, MI	245 7	250 9	251 1	227 0	265 3	266 6	241 5	240 0	5 7%
19380	Dayton, OH	193 1	212 3	238 1	206 3	234 8	251 8	240 7	237 5	15 1%
44180	Springfield, MO	198 6	231 9	240 6	225 3	247 0	246 6	238 7	236 9	5 1%
24020	Glens Falls, NY	231 1	245 9	252 6	229 5	225 5	274 3	278 4	236 2	2 9%
30980	Longview, TX	210 5	239 7	240 8	232 5	243 8	245 2	240 6	234 8	1 0%
20260	Duluth, MN-WI	218 9	233 2	254 3	217 7	276 3	263 1	243 4	234 5	7 7%
14010	Bloomington, IL	184 3	208 8	231 5	196 9	239 0	243 4	230 4	233 3	18 5%
23060	Fort Wayne, IN	189 9	214 1	228 3	205 4	236 6	239 3	222 2	232 7	13 3%
22540	Fond du Lac, WI	177 0	190 9	233 9	187 7	243 4	238 6	224 4	232 2	23 7%
31180	Lubbock, TX	206 9	229 8	229 1	222 4	231 7	230 2	230 1	230 4	3 6%
15380	Buffalo-Cheektowaga-Niagara Falls, NY	209 9	230 0	240 5	206 8	236 8	260 6	243 5	229 7	11 1%
36780	Oshkosh-Neenah, WI	192 8	220 2	249 1	218 9	251 4	261 5	248 0	227 2	3 8%
11100	Amarillo, TX	202 1	218 4	222 9	210 2	223 6	230 7	225 7	222 9	6 0%
22500	Florence, SC	183 2	206 8	215 2	204 0	208 2	230 5	217 3	222 0	8 8%
13140	Beaumont-Port Arthur, TX	199 7	214 7	210 9	209 7	214 8	212 3	199 4	220 7	5 2%
48620	Wichita, KS	191 2	209 4	216 2	203 9	220 7	224 3	210 6	219 9	7 8%
27140	Jackson, MS	220 2	241 6	224 8	218 9	240 8	234 2	195 5	219 1	0 1%
33660	Mobile, AL	195 9	211 4	221 2	215 3	228 7	233 8	206 9	218 3	1 4%
43340	Shreveport-Bossier City, LA	196 4	213 6	216 0	215 6	224 8	210 5	211 2	213 6	-0 9%
40380	Rochester, NY	192 1	211 0	231 9	190 4	240 6	247 0	230 5	212 4	11 6%
25060	Gulfport-Biloxi-Pascagoulia, MS	192 1	213 8	220 8	205 3	229 2	222 4	219 1	210 8	2 7%
36980	Owensboro, KY	174 4	189 5	196 5	189 9	194 3	212 7	194 3	210 2	10 7%
29620	Lansing-East Lansing, MI	189 8	203 7	212 8	179 4	226 1	227 2	210 3	208 0	15 9%
38300	Pittsburgh, PA	205 5	213 5	216 3	191 0	225 9	231 1	210 2	207 1	8 4%
31420	Macon-Bibb, GA	180 0	213 1	215 4	201 8	219 9	219 2	215 1	206 8	2 5%
16020	Cape Girardeau, MO-IL	186 4	202 0	216 1	196 5	222 1	221 1	219 8	205 1	4 4%
16300	Cedar Rapids, IA	182 8	196 4	205 3	186 3	207 2	218 9	206 0	203 3	9 1%
30780	Little Rock-North Little Rock-Conway, AR	184 6	205 6	208 9	203 0	212 6	216 7	200 0	202 8	-0 1%
27900	Joplin, MO	158 7	177 7	183 9	173 4	188 3	193 6	181 3	201 7	16 3%
45060	Syracuse, NY	177 5	195 1	214 7	176 3	211 6	232 1	222 7	198 8	12 8%
33860	Montgomery, AL	189 5	198 7	201 4	185 4	214 2	210 2	193 4	198 1	6 9%
28100	Kankakee, IL	176 9	188 7	192 2	158 3	196 8	212 4	198 4	193 1	22 0%

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					(Not Seasonally Adjusted, 000s)					%Chya
17460	Cleveland-Elyria, OH	198 8	215 7	214 3	191 4	228 7	236 7	190 7	191 9	0 3%
48660	Wichita Falls, TX	158 6	178 6	187 6	183 6	193 3	176 6	196 9	188 9	2 9%
16580	Champaign-Urbana, IL	178 3	191 1	200 9	157 2	211 9	222 9	195 1	188 6	20 0%
10420	Akron, OH	179 8	196 7	196 4	172 7	206 0	220 3	181 5	185 7	7 5%
45820	Topeka, KS	169 2	179 0	190 3	172 1	194 6	199 6	192 3	183 9	6 9%
15940	Canton-Massillon, OH	168 8	175 0	187 9	178 1	188 8	199 8	180 1	183 3	2 9%
43780	South Bend-Mishawaka, IN-MI	173 0	194 9	196 6	183 0	200 7	209 4	189 5	180 0	-1 6%
40420	Rockford, IL	156 2	162 5	172 6	149 7	176 3	181 7	175 7	179 8	20 1%
11500	Anniston-Oxford, AL	154 7	164 8	178 8	160 3	180 0	184 2	188 9	179 1	11 7%
47940	Waterloo-Cedar Falls, IA	152 4	166 7	169 0	159 1	171 5	174 2	171 9	177 0	11 3%
16620	Charleston, WV	161 3	167 4	174 7	156 6	173 5	190 5	177 3	175 8	12 3%
19340	Davenport-Moline-Rock Island, IA-IL	152 3	160 4	170 3	146 8	179 8	178 8	168 1	168 6	14 9%
45780	Toledo, OH	158 5	167 2	174 1	156 0	177 2	184 2	175 0	165 5	6 1%
21500	Erie, PA	146 6	158 3	169 2	155 3	169 0	174 2	174 2	164 1	5 7%
44100	Springfield, IL	146 7	157 0	163 2	147 9	162 6	170 1	166 2	163 0	10 2%
13780	Binghamton, NY	145 5	152 4	162 2	141 8	160 0	173 7	167 1	158 9	12 1%
49660	Youngstown-Warren-Boardman, OH-PA	133 3	139 9	147 6	133 6	157 3	151 3	146 3	142 5	6 7%
19060	Cumberland, MD-WV	132 9	134 8	142 7	120 0	145 4	152 4	149 5	141 8	18 2%
21300	Elmira, NY	142 0	149 1	150 9	160 0	144 5	156 6	142 7	135 8	-15 1%
37900	Peoria, IL	130 5	138 2	148 4	128 6	156 6	157 5	144 2	127 2	-1 1%
19500	Decatur, IL	112 6	120 0	126 0	110 3	133 4	128 2	125 1	122 8	11 3%
78010	St Croix, Virgin Islands	319 4	347 0	342 5	289 0	340 0	300 0	379 5	335 0	15 9%

*All areas are metropolitan statistical areas (MSA) as defined by the US Office of Management and Budget though in some areas an exact match is not possible from the available data

MSAs include the named central city and surrounding areas and may not match local reporting due to differences in specification N/A Not Available p Preliminary r Revised

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Miriam Hanes

From: Eryn Kehe
Sent: Monday, August 12, 2024 11:50 AM
To: Miriam Hanes
Subject: FW: Borland Property Owners letter on UGR
Attachments: Stafford-Borland Map.pdf; metro-home-prices-q1-2024-ranked-median-single-family-2024-05-08.pdf; Councilor Lewis Urban Growth Report letter - Borland Property Owners.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

The three of these document together constitute a public comment to the draft UGR. Can you save as one PDF with the letter first and include in the record?

Eryn

Eryn Deeming Kehe, AICP | Metro | Urban Policy and Development Manager
My gender pronouns: she her, hers | [redacted]

From: Ramona Perrault <[redacted]
Sent: Monday, August 12, 2024 11:43 AM
To: Andy Shaw <[redacted]>; Eryn Kehe [redacted]>; Ted Reid [redacted]
Subject: FW: Borland Property Owners letter on UGR

Just keeping folks in the loop.

Ramona Perrault
Policy Advisor
Metro
600 NE Grand Avenue
Portland, OR 97232-2736
[redacted]-

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From: Tom Holt <[redacted]>
Sent: Monday, August 12, 2024 10:16 AM
To: Christine Lewis [redacted]
Cc: Ramona Perrault [redacted]
Subject: [External sender]RE: Borland Property Owners letter on UGR

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Apologies for the additional email. I left out a pair of attachments. Complete package attached.

Tom Holt
[redacted]
Book a meeting: [redacted]

From: Tom Holt
Sent: Monday, August 12, 2024 9:51 AM
To: [redacted]
Cc: [redacted]
Subject: Borland Property Owners letter on UGR

Councilor Lewis –

Please see the attached letter on behalf of the Borland Property Owners Association.

Best regards,
Tom Holt
The Holt Company
Government & Public Affairs
[redacted]
To schedule meeting with me: [redacted]

Port of Portland

August 19, 2024

SENT VIA EMAIL AND US MAIL

Marissa Madrigal, Chief Operating Officer
Oregon Metro
600 NE Grand Ave.
Portland, OR 97232

RE: Comments on 2024 Draft Metro Urban Growth Report

Dear Ms. Madrigal:

Thank you for the opportunity to comment on the 2024 Draft Metro Urban Growth Report (Draft UGR) on behalf of the Port of Portland (Port).

The Port is a major industrial landowner in the region and active participant in economic development efforts statewide, such as the Governor's Semiconductor Competitiveness Task Force and Clean Tech Manufacturing Task Force. We are also active members of several Metro-convened policy committees, including the stakeholder roundtable convened to inform the 2024 growth management decision. Based on these perspectives, we have closely reviewed the Draft UGR, and submit the attached technical comments.

At a high level, we recognize the bounds of this exercise and appreciate the work Metro has done to provide insight into the process and invite a variety of perspectives. At the same time, we are concerned that industrial land demand is understated, and the effective supply is overstated. Readiness and viability for development rely on several factors beyond acerage alone, and we fear that identifying a surplus of supply without this realistic overlay could have negative policy implications by limiting much needed public and private investment in site readiness within the Urban Growth Boundary (UGB).

Creating opportunities to grow traded sector employment is essential to Oregon, which is dependent on income tax, as well as providing living wage jobs for residents. In addition, this finding impacts other important policy documents, such as the Regional Transportation Plan.

Given the importance of this topic to the region and the state, we look forward to working with Metro and other partners on processes to ensure an adequate supply of industrial land moving forward. Such partnerships could include revisiting Metro's 2040 Growth Concept to identify long term strategies to provide for an adequate industrial land supply, particularly for key traded sector industries. It would also be helpful for regional partners to update both the Site Readiness Toolkit and the Brownfields Inventory. Having this objective and current information, with mutually aligned methodology, will help us better craft and execute strategies aimed at our common economic development, land use and transportation goals.

Thank you again for the opportunity to engage and comment. Please let us know if you have questions or if you are interested in discussing any of these points in more detail.

Sincerely,

Teresa Carr,
Director, Business Development & Properties

Port of Portland

Port of Portland Technical Comments on Draft UGR

- Potential Underestimate of Land Demand: The cumulative impact of the assumption in Appendix 3 appears to be leading to an underestimate of land demand for specific use categories such as warehouse/distribution.
  - Appendix 3-assumptions about industrial building square footage appear to be too low. Several Port warehouse/distribution tenants have over 5000/sf per employee, underscoring a long-term trend toward automation and mechanization in the logistics industry.
  - Appendix 3-assumptions for industrial floor area ratio (FAR) of .25-.5 is likely too high, based on users that require extensive exterior storage and/or laydown areas, for example auto importers/exporters, ship repair and wind energy fabrication.
  - Appendix 3 Table 2 indicates that the distribution of building types for the Transportation, Warehouse & Utilities sector (NAICS 22,48- 49) is "31% Office, 6% Institution, 10% Flex/BP, 1% Gen Industrial, 43% Warehouse, 9% retail". Based on our experience, the assumed amount of warehouse building type for this sector should be much higher and certainly the majority of building space.

- Inventory Criteria: At the 7/17/24 MTAC meeting, Metro staff was asked about including industrial land with a 7% or greater slope in the inventory. A representative from Washington County noted that land with a 5% slope is typically used for industrial land inventories. When asked how much land would come out of the inventory if a 5% slope was used as the metric, Metro staff indicated "about 1,300 acres". This single correction would result in a 22% reduction of the purported 5,900 acres of industrial inventory identified in the Draft UGR.
  - Appendix 6 notes that the median size for industrial parcels in the assumed inventory is .6 acres, comprising a total of 1,934 acres. Parcels this small are not suitable for an industrial use even if they are zoned industrially. "Suitable" under OAR 660 means serviceable land designated for industri or other employment use that provides, or can be expected to provide the appropriate site characteristics for the proposed use. The implication is that likely hundreds of acres currently counted as part of the existing industrial land inventory in the Draft UGR may not be suitable for industrial purposes.

- Sherwood Expansion Proposal: The single expansion proposal under consideration for the 2024 growth management decision is from the City of Sherwood. The Port provided a letter in support of the proposal in March, 2024 and we continue our support. In particular, we support adding industrial land that could accommodate semiconductor and other traded sector industries. To ensure those lands are available for industrial use, Metro may want to consider amending the Title 4 map to apply a Regionally Significant Industrial Area (RSIA) designation. Further, while the Port is not opposed to the inclusion of "Hospitality" land per se, we feel this category (and the need for such land) should be better defined to avoid setting an unintended precedent.

- Future Urban Growth Decisions: Incorporate an Economic Opportunities Analysis (EOA)-based analysis of sector and business-district growth opportunities across distinct parts of the region. Also, de-link the demographic and employment forecasts by acknowledging the potential for additional in-migration based on traded sector job-growth opportunities. Providing additional incentives for communities on the edge of the UGB to undertake concept planning and provide infrastructure for future expansion areas, particularly for needed industrial land, is also recommended.

Miriam Hanes

From: Greene, Erika <[redacted]>
Sent: Tuesday, August 20, 2024 1:42 PM
To: Metro 2040
Subject: [External sender]Metro UGR_Port Comments
Attachments: UGR Port Comments.pdf

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The attached is being sent on behalf of:

Teresa Carr
Director, Business Development & Properties
Port of Portland

Thank you,

Erika Greene
Real Estate Assistant I Port of Portland
Business Development & Properties
she/her
e: [redacted]
p: [redacted]

Port of Portland

Miriam Hanes

From: Todd and Shannon Christiansen <[redacted]>
Sent: Wednesday, August 7, 2024 9:52 PM
To: Metro 2040
Subject: [External sender]Comments on City of Sherwood's UGB Expansion Proposal

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Dear MPAC, Metro Council and Metro,

We are writing with respect to the proposed Sherwood West Concept Plan ("Plan") that the City of Sherwood has submitted to Metro requesting an expansion of the Urban Growth Boundary by 1,291 acres. We have been homeowners in Sherwood since 2000, nearly 24 years and have a vested interest in seeing it grow in a positive way. This proposal is lacking in facts – both actual and demonstrated needs as well as supporting details for the costs of infrastructure and reality of job opportunities and should not be approved. During the past two years, we , and many others, have been vocal in our opposition to the Plan. We were quite surprised during the presentation to Metro on May 22, Tim Rosener (Sherwood Mayor) represented to the Council that there had been little to no organized public negative sentiment towards the expansion proposal. This is simply not true and is just one of many examples of anecdotal comments in the May 22 presentation to MPAC that were not supported by actual data and facts.

Our ask of the Council and Metro, as it considers the request in alignment with outlined legislation, purpose and protocol for UGB expansion requests, is to please Follow the Facts. The Sherwood West Concept Plan may appear to be an impressive package, however it represents the viewpoints and desires of politicians and land developers and not a demonstrated need for more developable land in Sherwood or the metro area as a whole.

- Survey 75%/85% respondents-Sherwood Residents- said NO to the expansion request.
- The data shows a need for housing for the city of Sherwood of only 600, while city of Sherwood's request ranges from 3,100 to 5,500.
- Population growth projections and data do not demonstrate need for the expansion. People are moving out of Portland Metro area to Washington state and other locations since 2020. While in 2018 it looked like the trend was to continue growth of 1.6%/year, it is clear that is steadily declining and is now 33% less than it was (2018 = 1.56%, 2024 = 1.04%). https://macrotrends.net/global-metrics/cities/23102/portland/population
- Infrastructure and Traffic impact from the Plan will likely be significant and expensive. The Plan greatly downplays and minimizes this critical issue. As an example, during the May 22 presentation it was represented that road improvements would improve Roy Rogers connection to I-5, when in fact a map will show they do not intersect. This is just one example of the glossing over, and misdirection of the Plan when very real issues are raised. Furthermore, system development charges for the proposed expanded area will be significant and make the housing itself expensive.
- There is no demonstrated NEED for a 1,291-acre expansion which is excessive especially in relation to the overall size of Sherwood today. Sherwood officials have justified and represented to its residents and concerned citizens that it is in the city of Sherwood's best interest to a) have a plan of record otherwise Metro will make a plan for Sherwood (is this true?), and b) to make a single request for as much land as possible.

- There will be significant impact to farm and forestland and a good portion of the requested expansion area is in protected areas and/or will cause runoff that impacts wildlife (can be seen on a map) and the additional pollution of so many cars and congestion on the road to get to jobs will further harm the environment.
- The planned housing will not be more affordable nor improve the homeless situation. Look at the actual cost of housing at nearby Cooper Mountain for a benchmark. A more viable solution could be turning existing vacant office real estate (which there is an abundance of) into low-income efficiency apartments.
- Similarly there is already a surplus of commercial, industrial and mixed employment real estate in the greater metro area due to hybrid work trends and due to AI and automation trends as evidenced by the announced local layoffs (Nike, Intel, etc)

We appreciate that Metro has a challenging and important role in that it must balance ensuring enough land for 20 years AND also protecting the metro area from urban sprawl. The proposal by Sherwood is not a demonstrated need, but a want of politicians and developers to increase the city of Sherwood from 3,130 acres to 4,421 acres (increase of >40% for a population of 20,000!) creating unnecessary urban sprawl, excessive and unplanned for traffic, and harm to farm and wildlife and it will not contribute to affordable housing because it will be incredibly expensive to add infrastructure and build. Metro's own 2045 Distributed Forecast shows Sherwood growing by less than 1000 people and with a need for only 800 households and Sherwood still has significant unused land opportunities that could satisfy its current housing needs (e.g. Brookman annexation, and existing available properties and land infill which could be used for multi-family and middle-housing to be centered around the Old Town hub of Sherwood and make more sense for growth).

Based on records we can find, the UGB just in the vicinity of Sherwood has already expanded by 2,270 acres since 2018 (Cooper Mountain, Beef Bend South and King City). This newer UGB land is still far from fully developed/populated and should be focused on first. Additionally, the requested 1291 acres would be the largest expansion in decades (and the second largest since Cooper Mountain was added to Beaverton – which incidentally is a city 5 times larger than Sherwood so it was less than a 10% expansion of land).

We ask ourselves and Metro whether this proposed Plan and UGB expansion is truly needed for either Sherwood or the Metro area as a whole and whether the ramifications to the environment and costs of development have been truly evaluated? Based on the facts it does not appear so, and we ask you to vote against and decide NOT to expand the Portland area UGB.

Respectfully,

Shannon and Todd Christiansen



Image Credit: https://faunalytics.org/how-human-carnivory-harms-global-biodiversity/frog-on-lily-pad/

Leapfrog Development: Corporate Capitulation and the Impact on Washington County, Oregon



Chris Christensen

Housing, Real Estate & Mortgage Specialist - Condominium Conversion Project Manager - Assumption & Loss Mitigation Specialist, Political Pundit and 2020 U S. Congressional Candidate

Published Jul 7, 2024

"*We soon found that the white men were growing rich very fast and were greedy.*"

- Chief Joseph, (or Hin-mah-too-yah-lat-kekt), Tribal leader of the Wallowa Band of Nez Perce

In the heart of Oregon's Silicon Forest, Intel's relentless advancements have epitomized the concept of leapfrogging technology. Intel CEO Pat Gelsinger often references **Moore's Law** in his speeches to investors and analysts, highlighting the company's commitment to doubling the number of transistors on a microchip approximately every two years. Yet, while the company's cutting-edge innovations have driven progress, they have also sparked a chain reaction with potentially significant economic and ecological ramifications for the surrounding communities where Intel's "fabs" are located.

The rapid pace of Intel's technological growth has, predictably, fueled a real estate frenzy in every Washington County, Oregon community. Bigger cities like Beaverton, Hillsboro, and Tigard are cashing in on the "micro-boom," and even small towns such as Banks, North Plains, Forest Grove, and the county's unincorporated agricultural areas are inflating a precarious bubble that could spell an economic and ecological "micro-bust" for the region and the state.

Technological Leapfrogging



Intel's Silicon Chip Manufacturing Footprint in Hillsboro, Oregon is Currently Undergoing a Major Expansion With Financial Assistance from the Federal CHIPS Act and Oregon Taxpayers. (Image Credit: Chris Christensen)

For some, Intel's Hillsboro campus stands as a beacon of technological prowess, consistently announcing advancements in integrated circuitry. The company's commitment to innovation has resulted in a near-constant stream of newer, faster electric circuits, each "generation" essentially rendering prior products as inferior or even functionally obsolete. With the rapid emergence of artificial intelligence and robotics, Intel is now poised to lead the sector for many years to come.

Or are they?

The Pacing Problem and Intel's High NA EUV Technology

A critical concept in technological innovation is the pacing problem, where the rate of technological advancement outstrips the ability of industries, governments, and society to adapt. Remember the 8-track tape player or the laser disk? **Intel's recent acquisition and implementation of High NA EUV (Extreme Ultraviolet) technology** is a prime example. This cutting-edge technology, which promised unprecedented advancements in semiconductor manufacturing, is already being overshadowed by **the anticipated future arrival of Hyper NA EUV technology.**

The relentless drive to stay ahead in the technology race begs the question: where will it all end? Each new leap in technology renders previous innovations obsolete almost as soon as they are introduced, creating a perpetual cycle of development and obsolescence. This breakneck pace strains the technological ecosystem and exacerbates the economic and environmental pressures on the surrounding communities.

The Real Estate Boom: Look Before You Leap

The influx of high-paying tech jobs at Intel has attracted a wave of new residents eager to capitalize on the opportunities presented by the booming tech sector. This sudden surge in population has driven up housing demand, leading to skyrocketing property prices in nearby communities such as Hillsboro, Banks, Gaston, North Plains, and Forest Grove. Once quiet agricultural areas in Washington County are now hotbeds of real estate speculation, with developers scrambling to cater to the burgeoning demand. The City of Hillsboro, for example, recently **approved over 8,000 new homes to be**

developed in South Hillsboro, once an agricultural mecca, with thousands more planned.

While this real estate boom has brought economic growth and prosperity to the region, it has also sown the seeds of potential catastrophe. The rapid pace of development has put immense pressure on local infrastructure and resources, straining the delicate balance between growth and sustainability. As property values soar, long-time residents are priced out of their communities, increasing social and economic disparity.

Drain the Swamp? The Role of Oregon's Politicians

A significant contributing factor to this unchecked development is the role played by Oregon politicians, swayed by **Intel's corporate wealth**. In exchange for the promise of higher tax revenues, these policymakers have sacrificed the **foundational principles of Oregon's land use planning system. Established to protect farmland, forests, and open spaces** while promoting orderly urban development, these principles have been sidelined in favor of ill-gotten economic gains. This abandonment of sustainable land use policies not only accelerates climate change but also **jeopardizes the environmental integrity of the region.**

The Concept of Leapfrog Development

Leapfrog development can be visualized through the metaphor of a frog leaping from lily pad to lily pad across a pond. In this context, the "lily pads" represent the various communities in Washington County—such as Beaverton, Hillsboro, Tigard, North Plains, Banks, Forest Grove, Cornelius, and Gaston. Instead of a gradual, cohesive expansion from one area to the next, development leaps over existing communities, creating new pockets of urbanization in a disjointed and sporadic manner.

This type of development results in patches of urban sprawl, often leaving significant gaps of undeveloped or underutilized land in between. These gaps disrupt infrastructure continuity, making providing consistent public services, managing traffic, and maintaining community cohesion challenging. The leapfrog metaphor vividly illustrates the haphazard nature of this growth, highlighting the inefficiencies and long-term challenges it introduces.

The Detrimental Impact of Leapfrog Development

Leapfrog development, characterized by rapid, sporadic, and disjointed urban sprawl, has far-reaching negative consequences for suburban and agricultural communities. The effects are multifaceted and profoundly detrimental, impacting traffic, congestion, crime rates, infrastructure needs, and the preservation of farms and forests.

- Traffic and Congestion

The influx of new residents and the expansion of residential areas significantly increase traffic and congestion. Roads that were once sufficient for rural communities are now overwhelmed, causing longer commute times, higher transportation costs, and increased pollution. The lack of adequate public transportation exacerbates these issues, significantly increasing daily travel, which is a burden for residents.

- Crime Rates

Rapid and poorly planned unchecked growth can also contribute to rising crime rates. As new neighborhoods emerge without the necessary social and community infrastructure, law enforcement resources are stretched thin. The absence of cohesive community planning can lead to social fragmentation and increased opportunities for criminal activities, undermining the safety and security of these newly developed areas.

- Infrastructure Needs

The sudden surge in population places immense strain on existing infrastructure. Water and sewage systems, schools, hospitals, and emergency services need help to keep up with the rapid growth. The cost of upgrading and expanding these services often falls on local taxpayers, leading to increased financial burdens and potential declines in the quality of public services.

- Preservation of Farms and Forests

One of the most significant impacts of leapfrog development is the loss of farmland and forests. The encroachment of urban sprawl threatens Oregon’s rich agricultural heritage and natural landscapes. Once fertile lands are paved for housing developments and forests are cleared, leading to habitat destruction, loss of biodiversity, and increased greenhouse gas emissions. This disrupts local ecosystems and undermines the state’s commitment to environmental sustainability.

- Water and Power Consumption: An Unsustainable Path

Another critical issue exacerbated by Intel's expansion and the accompanying real estate boom is the inevitable massive increase in water and power consumption. High-tech industries, particularly semiconductor manufacturing and data centers, are notoriously resource-intensive. Intel's operations in Hillsboro require vast amounts of water for cooling and manufacturing processes, straining local water supplies. Similarly, the power demands of these facilities are immense, further burdening the region's energy infrastructure.

As companies like Intel and other data centers continue to grow and expand in Washington County, the demand for these resources will only escalate. This increased consumption is unsustainable both economically and environmentally. Local homeowners already feel the pinch as utility rates skyrocket to meet the burgeoning industrial demand. **The competition for water between industrial uses and residential needs is becoming increasingly fierce, with industrial consumption threatening to outpace homeowners' needs.** This imbalance drives up prices and raises concerns about long-term resource availability and sustainability.

The Core Problem: Irresponsible Planning and Land Use Patterns



Oregon's Urban Growth Boundary Has Long Been the Dividing Line Between Unchecked Urban Sprawl and the Region's Agricultural and Rural Land (Image Credit: Reddit)

Leapfrog development and the resulting urban sprawl represent a terrible, politically ignorant, and egregious example of irresponsible planning and land use patterns. This

unchecked expansion is a land grab orchestrated by greedy corporate interests and the politicians they influence. The crux of the issue lies in the need to limit leapfrog development and urban sprawl by maintaining the integrity of the urban growth boundary and adhering to existing land use limitations and zoning regulations.

Expanding the urban growth boundary and relaxing zoning laws benefit developers and corporations at the expense of the community and the environment. This short-sighted approach undermines the foundational principles of Oregon's land use planning system, which were designed to protect the state's unique landscapes and promote sustainable development.

The Decay of Portland: A Case Study in Failed Political Policies



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Image Credit: Chris Christensen - Image of Homeless Person Sleeping on Sidewalk near West Burnside Street in downtown Portland, Oregon

Compounding the issue is the decay of Portland, the region's urban core. Over the last decade, failed liberal political policies and capitulation to corporate and criminal interests have deteriorated the city's economic and cultural vitality. Rather than addressing the core issues within Portland and restoring it to its previous grandeur, political efforts have instead focused on enabling leapfrog developments farther and farther from the city center.

Portland's decline serves as a cautionary tale. The city's neglect has driven residents and businesses to seek opportunities in the outlying areas, exacerbating urban sprawl and placing additional pressure on suburban and agricultural communities. This shift undermines Portland's potential for economic and cultural revitalization and threatens the preservation of the outlying regions' natural, pristine beauty and agricultural significance.

The Looming Catastrophe: An Economic and Ecological Bust

The focus on providing corporate welfare to businesses such as Intel to attract cutting-edge technology to the region has created an unsustainable growth model that risks imploding with dire consequences. **If left unchecked, the current trajectory could culminate in a historic economic and ecological bust for the entire region.**

Economically, the inflated real estate market bears eerie similarities to past bubbles that have burst with devastating effects. The speculative frenzy surrounding property in Washington County is built on the assumption of perpetual growth and prosperity. However, as history has shown, such growth is rarely sustainable. A sudden downturn in the tech sector or a shift in corporate strategy could leave the region grappling with plummeting property values, foreclosures, and a shattered local economy.

Unchecked development threatens to irreparably harm the region's natural landscape. The agricultural areas that have defined Washington County for generations are being swallowed by urban sprawl, leading to habitat destruction, loss of biodiversity, and increased pollution. The environmental degradation resulting from rampant development could undermine the very foundations of the community, leaving behind a legacy of ecological devastation.

A Call for Caution and Sustainable Growth Policies

As Intel continues to push the boundaries of technological innovation, the surrounding communities and policymakers must adopt a more cautious and sustainable approach

to growth. The allure of quick profits and rapid advancements must be tempered with a deep understanding of the long-term consequences. Just as the relentless pursuit of leapfrogging technologies can lead to obsolescence and instability, leapfrog development can also result in fragmented communities and environmental degradation.

Both technological leapfrogging and leapfrog development share a common flaw: focusing on short-term gains at the expense of sustainable, cohesive progress. The rush to implement the latest technologies without fully considering the pacing problem mirrors the haphazard expansion of urban areas, creating patches of development that strain infrastructure and resources. The lack of strategic planning and foresight can lead to catastrophic outcomes in both cases.

For Washington County, the solution lies in curbing the sprawl by enforcing strict land use policies that prevent urban growth boundary expansion. Emphasis should be placed on revitalizing Portland, addressing its economic and social challenges, and restoring it to the vibrant urban core it once was. This approach not only preserves the natural and agricultural beauty of the surrounding areas but also fosters a more ecologically sustainable, resilient, and responsible community.

005005

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Chris Christensen 1mo
Housing, Real Estate & Mortgage Specialist - Condominium Conversion Project Manager - Assumption & Loss Mitigat...

https://www.usnews.com/news/best-states/oregon/articles/2024-02-25/a-housing-shortage-is-testing-oregons-pioneering-land-use-law-lawmakers-are-poised-to-tweak-it

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Miriam Hanes

From: Chris Christensen [redacted]
Sent: Tuesday, July 9, 2024 12:45 AM
To: Metro 2040
Subject: [External sender]Leapfrog Development: Corporate Capitulation and the Impact on Washington County, Oregon

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Leapfrog Development: Corporate Capitulation and the Impact on Washington County, Oregon
https://www.linkedin.com/pulse/leapfrog-development-corporate-capitulation-impact-chris-christensen-hcutc?utm_source=share&utm_medium=member_android&utm_campaign=share_via

Miriam Hanes

From: Michelle Christian [redacted]
Sent: Thursday, August 22, 2024 6:00 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Oppose Sherwood West Growth Plan

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To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely, Brent and Michelle Christian

[redacted]

Sent from my iPhone

August 19, 2024

METRO
Urban Growth Management Team
600 NE Grand Ave,
Portland, OR 97232

RE: Urban Growth Report, Draft 2024

Dear Council Members,

I am writing to provide comment on the Draft Urban Growth Report pertaining to the City of Sherwood's proposed Sherwood West Concept.

I would first like to thank the members of the Council and their staff for their efforts in managing and planning for growth in the Metro area. I am sure it is often a thankless task, but one which is greatly needed by the community.

I have carefully reviewed the Draft and have a number of concerns about the proposed expansion by the City of Sherwood.

1. **The Draft does not incorporate nor analyze the figures upon which the Concept is based.** Instead, it seems to simply analyze the "readiness" of the City for expansion. And although the City clearly perceives itself as ready to expand - the question remains to whether it should. The numbers strongly suggest, if not dictate, that the big growth this area experienced in recent years has crested and we are now in a period of declining growth. The proposed expansion is not warranted.
2. **The numbers provided by Sherwood are inaccurate and self-serving.** Sherwood has previously egregiously over-estimated growth populations. For example, the high school was bonded and built on the basis of an expanding population. It has cost the area residents millions of dollars. And it was overbuilt. The high school has a capacity for 2,400 students. It currently has 1,704 enrolled students. According to the documents submitted in 2017 for UGB expansion, the City forecast an initial enrollment in 2020 of 1,870 students with a further forecast of 2,400 students by 2045. In reality, not only did the high school not have 1,870 students in 2020, it STILL doesn't have 1,870 students and won't any time in the foreseeable future. Predicted enrollments are declining and significantly so. It is now anticipated that the 2032 enrollment will only be 1,530. The point is that the City has shown that its numbers for growth to support the expansion are at best inaccurate and at worst purposely overstated. They should not be relied upon in making your decisions.
3. **METRO has its own data to rely upon and it does *not* support an expansion in Sherwood.** As required by Ordinance No. 21-1457, the Council will need to rely upon current data for planning. Exhibit A of the Ordinance was duly accepted and adopted as such current data. It sets forth the population of Sherwood as 19,747 based on the 2020 Census and forecasts a population of 20,118 in 2030, and 20,562 in 2045 respectively. An increase of some 815 persons in the next 20 years simply cannot support an expansion of 3,120 housing units.
   Moreover, as intended, the population data contained in the Ordinance has been used and relied upon by other municipalities and cities, such as Portland (Ordinance 19157), Multnomah County

(Ordinance 1323), and Lake Oswego (Lake Oswego City Council Meeting July 16, 2024), in analyzing their own expansion needs. Likewise, METRO should also rely on its own data in determining which option to choose from among those laid out in the Draft UGB Report - especially given the City of Sherwood's propensity to exaggerate its figures.

4. **Farmland is vital to all and cannot be replaced.** To state the obvious, we all depend upon farms to produce the food we eat. The verdant soil of the farmland around Sherwood is a precious commodity. Once housing or commercial entities are sited on farmland they are never recaptured for agricultural use. The Draft UGB Report, at best, gives lip service to the need to maintain and protect farmlands. Especially in these days of heightened awareness of climate changes and the value of locally produced foodstuffs, it is difficult to support the removal of productive land. Even more to do so based upon the lack of a verifiable need for housing and commercial development. The UGB Roundtable perspectives on agricultural demand, page 57 of the Report, also positively reflects the value of farmland for employment and negatively notes the "increased cost and carbon footprint of pushing food production outside of Oregon." Commercial expansion should first use those areas already so designated and then those areas that cannot be reasonably used for food production.
5. **The proposed light industrial use / employment area is mis-characterized.** Page 56 of the Draft UGB Report states that the Oregon Semiconductor Taskforce found that, statewide, there was a need for four 50–100-acre sites for semiconductor manufacturing. Four. Statewide. Not a regional need as stated in the Report (see page 57). The Report seems to suggest that the proposed area has unique characteristics making it suitable for commercial development. One such characteristic is its proximity to the highway. The Report apparently takes this at face value. However, anyone who has tried to get to Interstate 5 or Interstate 205 from the proposed area can attest to the existing congestion and traffic woes in such an endeavor. Simply put, the Report fails to recognize or analyze the *lack* of highway accessibility.
6. **The residents of Sherwood, the people, do *not* want this expansion.** The City of Sherwood's own poll regarding the public support for this expansion is not adequately represented in the Report. The City's poll showed that 84% of respondents agreed or strongly agreed with the statement:

   > The Sherwood city council should ***not*** expand the city and preserve natural areas and farmlands in the Sherwood West area. (Sherwood West Poll Results (Mayor) Tim Rosener August 16, 2021). Emphasis added.

Thank you for your time and attention in reviewing these concerns. I can only hope that these comments, along with other public input, will have a meaningful impact on the Council's decisions. As John Muir once so aptly stated, "Not blind opposition to progress, but opposition to blind progress."

Respectfully,

Kimberly R. Cobrain

Miriam Hanes

From: [redacted]
Sent: Tuesday, August 20, 2024 10:31 AM
To: Metro 2040; Marissa Madrigal; Lynn Peterson; Gerritt Rosenthal; Mary Nolan; Juan Carlos Gonzalez; [redacted]; Christine Lewis; Duncan Hwang
Subject: [External sender]Comments on Draft 2024 Urban Growth Report
Attachments: Comments of DRAFT Urban Growth Report.docx

Importance: High

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Please find attached my comments regarding the Draft 2024 Urban Growth Report. If you have any questions, please let me know.
Thank you for your consideration.

Kimberly R. Cobrain
Sherwood, Oregon

Miriam Hanes

From: Mallory Cochrane <[redacted]>
Sent: Friday, August 9, 2024 1:36 PM
To: Metro 2040
Cc: Peter Foster; [redacted]; [redacted]
Subject: [External sender]Please Support the Sherwood West Expansion Plan

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Dear Metro Council Members,

My name is Mallory Cochrane, owner and founder of Birch Social - a consulting, marketing and events business dedicated to supporting the needs of small farms and food businesses in Oregon. My company is based in Old Town Sherwood, where I am also a resident and home owner.

I am writing to ask that you please **approve the Sherwood West Concept Plan as proposed by the Sherwood City Council and widely supported by the Sherwood community**. This Concept Plan was a result of two years of planning and public input to decide the future of our unique and special city.

As a native Oregonian, I intentionally chose to raise my family in Sherwood because of the **small town character, sense of community and amazing education system and public services**. Many other people are attracted to Sherwood for these same reasons. However, we need **more housing** for these new residents and increased **employment opportunities** to keep people working in our community rather than commuting elsewhere.

With inevitable population growth on the horizon, it is critical that **smart growth** practices be applied to the Sherwood West area so that we are future-proofing development in a way that **enhances our community, increases economic prosperity and protects farmland, natural spaces and resources**.

As outlined in the Concept Plan, I believe that Metro Council should:

- add 340 net acres of **residential land** to the Urban Growth Boundary (UGB)
  - *Comment: Our region will add approximately 315,000 new residents and 137,000 new jobs over the next 20 years under a baseline growth scenario.*
- add 130 net acres of **flex industrial land** to the UGB
  - *Comment: Sherwood West is well suited to capture new and expanding demand for industrial space due to its favorable parcel size, ownership, and low slopes.*
- add 135 net acres of **commercial and hospitality land** to the UGB
  - *Comment: Economic development requires a land supply that enables specific industries to thrive.*

Again, I request that the Metro Council stand with the residents and businesses of Sherwood and **approve the Sherwood West Concept Plan as proposed.** I would greatly appreciate a response with the Metro Council's position on this issue. I appreciate your time and thoughtful consideration.

Sincerely,
Mallory Cochrane

--
Founder
Birch Social
[redacted]
Celebrating the power of local food from field to table

To: Metro Council President Peterson
Metro Councilor Ashton Simpson, District 1
Metro Councilor Christine Lewis, District 2
Metro Councilor Gerritt Rosenthal, District 3
Metro Councilor Juan Carlos González, District 4
Metro Councilor Mary Nolan, District 5
Metro Councilor Duncan Hwang, District 6

CC: Marissa Madrigal, Chief Operating Officer, Metro
Kristin Dennis, Chief of Staff to Metro Council
Catherine Ciarlo, Director of Planning, Development and Research, Metro
Malu Wilkinson, Deputy Director of Planning, Development and Research Metro
Eryn Kehe, Land Use Manager, Metro
Ted Reid, Land Use Manager, Metro

August 23, 2024

1000 Friends of Oregon appreciates the opportunity to participate in the Urban Growth Stakeholders Roundtable, comment on the urban growth report, and partner with Metro on multiple areas of alignment such as unlocking more funding for critical infrastructure needs, addressing our housing affordability crisis, and bringing more mobility options for Oregonians in a 2025 transportation package.

The Metro Council has an opportunity to set the region up for success for generations to come if it uses one of its strengths: data-driven long-range land use planning. Strong land use planning invites a collective imagination to create the best future possible for all residents, ones that currently call the region home and ones that will call this region home. But the best future possible has always been, and will always be, under threat by a select few seeking to exploit the region's limited resources: whether it be our world-class soils, the water we drink, the air we breathe, or the health and ingenuity of our people.

1000 Friends of Oregon shares our 5 major takeaways for how to set our region up for success as you read the draft urban growth forecast:

1. Metro Council should focus on how to improve the quality of life for all residents now and into the future.

2. The region's natural resources and low weather extremes offer us a position of strength if Metro decides to steward them well.

3. The biggest bang for buck and the quickest way to regional success is to build upon our existing footprint, support our regional network of main streets, and restore the core.

4. Prepare for "Operational Efficiency" and protect people's livelihoods.

5. Raw land is the least of our issues when it comes to setting the region up for success. Land readiness on the other hand…

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1. Metro Council should focus on how to improve the quality of life for all residents now and into the future. We must remember the entire purpose of good land use planning and community development: to enhance the health, safety, and well-being of all Oregonians. We lose sight of this purpose when conversations are reduced to debating the number of acres. Rather, we should focus on creating measurable and meaningful indicators for success to guide our land use decisions and the limited public and private dollars we have. The region's indicators for success should include:

> **Life Expectancy by Zip Code.** Zip codes still serve as an indicator for how long and how well someone lives in the greater Portland area. Someone's life expectancy in Multnomah County (79.40 years) is less than those living in Clackamas County (80.90 years) and even less than Washington County (82.60 years[1]). Metro Council and staff should be keenly aware of this discrepancy across counties and prioritize resources and staff efforts to help areas that have the lowest life expectancy in the region. Blue Zones research could guide Metro's policy and funding decisions to better understand how to improve life expectancy and quality of life for residents in the region.
>
> **Household Costs/Affordability**. The largest household expense for the average resident is housing. The second largest household expense is transportation. Utilities and food also appear as common expenses. Metro should make land use decisions to help cut down on these household expenses for the average resident. If Metro decides to allow urban growth boundary expansions for residential, industrial, and commercial land where the majority of residents are going to feel the need to drive everywhere,

[1] Robert Wood Johnson Foundation, Accessed August 2024. https://www.rwjf.org/en/insights/our-research/interactives/whereyouliveaffectshowlongyoulive.html

Metro has made a choice to increase the household costs for the average resident. Urban growth boundary expansions not only increase driving at the edge, but they draw away investments that could be made where people already live to increase their transportation options. If Metro decides to fund planning and infrastructure efforts that allow the majority of residents to walk, roll, and bike to where they need and want to be, Metro has made a choice to decrease the household costs for the average resident.

Number and Quality of Age Friendly Communities. As presented to the Urban Growth Stakeholders Roundtable, Oregon enjoys a significant number of residents who are older in age. As our residents age, their needs change. It's no longer easier to drive where they need to get to; incomes become fixed and possibly lower than where they were working full time; and their social and civic participation styles may change.

As the World Health Organization and AARP's Livable Communities note, "age-friendly communities are places where people of all ages [and abilities] feel supported and included, and where older people can age well[2]." Age-friendly communities include three major components: physical (e.g., housing, transportation, outdoor spaces, and amenities); social (e.g., civic representation and participation, community involvement); and service (e.g., health care, emergency response). To create age-friendly communities, the Metro Council and staff should support land use decisions, planning grants, and infrastructure requests that create walkable and rollable neighborhoods where people are able to age in place, get to where they need and want to go safely and on their own, and be connected with their community on their own terms[3]. Orenco Station is a great example of incorporating age-friendly principles into planning and development by combining residential and commercial uses alongside pedestrian, bicycle, and transit investments; in contrast, planning that results in commercial and industrial development with large parking lots requires residents to use automobiles to safely navigate the community and thereby fails to create an age-friendly community.

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[2] AARP, Livable Communities, https://www.aarp.org/livable-communities/network-age-friendly-communities/

[3] Research demonstrates that placement in a nursing home/care facility drastically reduces the life expectancy for the individual. It also adds significant costs to the individual and any family members who may be paying for this change. A monthly rate for a studio in a housing facility that provides supervision or assistance with activities of daily living is approximately $6,161.91 for the Portland area (compared to the national average: $4,999.01 per month). https://www.newyorklife.com/resources/financial-calculators/costs-of-long-term-care

Number of Communities of Concern in EPA's Environmental Justice (EJ) Screen (or regional equivalent). The Metro Council and staff should be keenly aware of the number and location of communities who are burdened with environmental pollution, climate change risks, health disparities, and critical services gaps. Often, communities ranked in EJ screen are communities that are majority low-income, speak languages other than English, qualify for free and reduced lunch, and are people of color. Metro Council and staff should set a goal to have zero communities in the greater Portland area rank highly in the EJ Screen and develop policies and align investments to reach this goal. Metro Council and staff should reject urban growth boundary expansions and other investment strategies that draw resources away from investing in communities that rank highly in EJ screen.

2. The region's natural resources and low weather extremes offer us a position of strength if Metro decides to steward them well.

The greater Portland area is positioned to be an oasis of refuge from some of the most extreme negative impacts of climate change. This is a major advantage when drawing residents and businesses to the region (even noted by the private sector[4]). While we have much work to do to adapt to the changing conditions to protect the health and safety of residents, the Pacific Northwest is rated as one of the most climate resilient areas in the United States.

Metro Council and staff should build upon our unique position by stewarding our natural resources not just through voter-approved parks and nature bond measures, but through its regulatory authority in its land use decisions. For example, development that does not require high-nutrient soils should not be permitted on these soils[5]. Likewise, Metro Council and staff should coordinate with other natural resource agencies (Soil and Water Conservation Districts, Department of Agriculture, Department of Fish & Wildfire, etc.) to develop a clear, streamlined approach toward monitoring the quantity and quality of our water sources and air sheds. Each of these water sources and air sheds have carrying capacity limits (recognized in Land Use

[4] Visit Quicken Loans for an example of how Portland, Oregon's environmental stewardship and temperate climate risks are used to guide private investment. https://www.quickenloans.com/learn/best-places-to-climate-change

[5] Oregon's own Climate Action Commission has recommended "no net-loss" policy for high-quality farmland to reach our climate mitigation and resilience goals. Institute for Natural Resources at Oregon State University for the Oregon Global Warming Commission. September 26, 2023. https://static1.squarespace.com/static/59c554e0f09ca40655ea6eb0/t/6578da822755f905770c5901/1702419079574/2023-Natural-Working-Lands-Report.pdf

Planning Goal 6). Urban growth expansions should consider the carrying capacity of water resources and airsheds in order to assess and guide growth in the region. For example, if one company within an airshed applies and is awarded a permit to emit carbon monoxide to the top of the allowable limit for the entire airshed, Metro Council and staff must include that information in guiding growth away from that airshed to protect the health of residents and help businesses avoid violations of, at minimum, Clean Air Act and/or Land Use Planning Goal 6.

3. The biggest bang for buck and the quickest way to regional success is to build upon our existing footprint, support our regional network of main streets, and restore the core.

Metro Council and staff must ensure the region contributes to addressing the housing production shortfall and the affordability crisis through a holistic approach (remembering the indicators for successful quality of life including household cost/affordability). Building at the edges won't set the region up for success. And, Metro Council and staff should reject any attempt to expand the boundary or use limited public dollars without any element of guaranteed affordable housing.

We have a limited number of dollars for infrastructure, limited amount of labor for construction, and limited materials for construction. We urge Metro to prioritize developers and/or local jurisdictions who are building partnerships around transformative, catalytic (re)developments as part of holistic land use planning. Some notable opportunities to invest in our existing footprint, support our regional network of main streets, and restore the core include but are not limited to:

(Re)Development	**# of Homes (Est.)**	**Climate Friendly Area? (Y/N)**	**Guaranteed Affordability Component? (Y/N)**
Lloyd Center	5000	Y	Y
Broadway Corridor	2500	Y	Y
OMSI Revitalization District	900	Y	Y
Albina Vision Trust	1100	Y	Y
Hayden Island/Jantzen Beach (I-5 Bridge Corridor)	2000	Y (with light rail and complete street investments)	Y

Rockwood	TBD	TBD	TBD
Jade District	TBD	Y	Y
Gateway	TBD		
Hillsboro's Block 67	269	Y	Y (if the City of Hillsboro allows for affordable housing)
Willamette Falls Revitalization (West Linn and Oregon City's McLoughlin Blvd Enhancements)	TBD	TBD	TBD
122nd and Stark	TBD	TBD	TBD

4. Prepare for "Operational Efficiency" and protect people's livelihoods.

As we enter an era of mainstream artificial intelligence, more jobs in more sectors of our economy are vulnerable to automation. From manufacturing to advertising, the future is uncertain. To bring more certainty to residents and to be ready for changing technology and economic sectors, Metro and local jurisdictions must prioritize quality of life for its residents over company profits as an indicator for success. In doing so, the Metro Council and staff must be surgical about allowing any expansions for industrial lands and requiring enforceable, specific conditions on any industrial lands to create lasting high-quality jobs for residents and minimize the probability and impacts from mass layoffs due to automation and/or outsourcing.

If the Metro Council allows industrial developers to pave over our working lands for robots, residents lose their ability to provide for themselves, their families, and contribute to the region through their employment. Our region has suffered from broad definitions of industrial lands that do not result in development that brings high-quality jobs for residents. Instead, it adds a patchwork of uses: from gas stations to big-box chain retail stores to strip malls to truck stops. Our region has suffered from our lack of discipline to protect our existing industrial lands for development that can bring high-quality jobs, especially manufacturing jobs. While we still have a reported surplus of industrial lands, now is the time to protect them with specific, enforceable conditions on any industrial lands in our region.

5. Raw land is the least of our issues when it comes to setting the region up for success. Land readiness on the other hand…

The urban growth report's forecast includes a very optimistic outlook on utilizing vacant office buildings and land throughout the region, notably downtown Portland. We also see vacant or nearly vacant office parks and retail areas and their accompanying large swaths of empty parking lots throughout the region. Metro should focus its policy choices and investments on (re)developing and revitalizing these areas; they already have infrastructure in place and are located in existing communities. Recent layoffs by large international corporations illustrate that worldwide business cycles and other factors influence investment decisions, not land supply.

Even with the optimistic and arguably inflated job growth forecast, the urban growth report notes there is a surplus of industrial land even assuming the high growth scenario. We have heard for well over a decade that land readiness - bringing land to Tier 1 - is a main challenge for local jurisdictions. We also know that multiple cities and towns are faced with budget issues, whether it's structural budget deficits like Washington County and City of Portland or whether it's smaller towns that are seeking a larger revenue base like the City of Sherwood.

1000 Friends of Oregon understands and sympathizes with the funding and financing challenges local jurisdictions face when bringing land to Tier 1 readiness and maintaining this infrastructure. It's a motivating force behind our advocacy to work with our statewide membership to secure infrastructure dollars for housing construction (SB 1530 (2024), Senator Kayse Jama; HB 4134 (2024), Representatives Elmer, Gomberg, and Helfrich; and a housing project revolving loan fund (championed for multiple sessions by State Representative Pam Marsh), and to bring main street revitalization funds to towns across Oregon, especially for smaller jurisdictions.

What we know is that adding raw land doesn't pencil for local jurisdictions. What may seem like a revenue boon comes with newer, significant expenses: brand new sewer, water, fiber optic cables, roads, lighting. Suddenly, the city is back in the same predicament it started in: budget shortfalls. We are committed to working with cities and towns on real solutions to funding and financing for land readiness and core public services that are paramount to enhancing our quality of life for all Oregonians. We hope we can count on Metro's leadership to daylight the real problems and real solutions to this challenge.

***

We appreciate Metro Council and staff's time in assembling the draft urban growth report's forecasts, presenting to multiple stakeholder groups, and offering an open line of communication throughout the process. None of us know what the future holds in store; tomorrow is just a rumor after all. But, 1000 Friends of Oregon is committed to working with our statewide membership to choose land conservation and development approaches - policy decisions and funding and financing strategies - to create a future that we are proud and excited to live in.

We are available to meet Metro Council and staff to discuss these key takeaways. We are also happy to host Metro Council or staff in meetings with our partner organizations who are committed to creating a better future for all residents, now and into the future.

Sincerely,



Samuel Diaz
Executive Director

Miriam Hanes

From: Eryn Kehe
Sent: Friday, August 23, 2024 10:43 AM
To: Miriam Hanes
Subject: FW: [External sender]5 Takeaways on Draft Urban Growth Forecast from 1000 Friends of Oregon
Attachments: 2024 August - 1000 Friends of Oregon Comment on Metro's Draft Urban Growth Forecasts.pdf

We can accept this late.

Eryn Deeming Kehe, AICP | Metro | Urban Policy and Development Manager
My gender pronouns: she her, hers | [redacted]

From: Sam Diaz <[redacted]>
Sent: Friday, August 23, 2024 10:39 AM
To: Marissa Madrigal <[redacted]>; Kristin Dennis <[redacted]>; Catherine Ciarlo <[redacted]>; Malu Wilkinson <[redacted]>; Eryn Kehe <[redacted]>; Ted Reid <[redacted]>
Cc: Mary Kyle McCurdy [redacted]
Subject: [External sender]5 Takeaways on Draft Urban Growth Forecast from 1000 Friends of Oregon

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good morning and happy Friday Marissa, Kristin, Catherine, Malu, Eryn, and Ted,

I wanted to personally send you 1000 Friends of Oregon's 5 takeaways on the draft urban growth forecast. I've been told the urban growth report isn't a policy decision by itself, but may be used to inform future policy and funding decisions. We hope these 5 takeaways can be helpful in shaping actions to create the best future possible for residents of our region.

More than happy to head to Metro or have you here at the 1000 Friends of Oregon office to chat through these takeaways and hear your perspective. Just let me know if you'd like to schedule something.

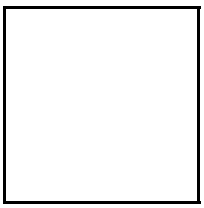
Thanks so much for your service.

Sincerely,
Sam Diaz
Executive Director

1000 Friends of Oregon
Pronouns: he/him

Office: [redacted]

Direct: [redacted]



Support a beautiful, bountiful Oregon for generations to come…*join us today*!

Miriam Hanes

From: Charlie Digregorio <[redacted]
Sent: Tuesday, July 23, 2024 3:20 PM
To: Metro 2040
Subject: [External sender]Zoom Meeting Commentary
Attachments: Metro Letter UGB.docx

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Please accept the attached letter for the record due to my absence from the zoom meeting.

Thank you, Charlie Digregorio

July 23, 2024

Attn: Urban Growth Management Team

METRO

600 NE Grand Avenue

Portland, OR 97232

Sent Via Email – [redacted]

RE: Sherwood West UGB Expansion Plan Support

To Whom It May Concern:

As a former property owner in the Sherwood West area, and in agreement with relatives who still own properties there, this letter is in strong support of the Metro Council's efforts to reasonably expand the UGB. Recommendations from the Urban Growth Report findings are clear. After years of arduous studies and extremely detailed analyses, the Metro Council must finally act on next step growth management decisions.

A great deal of preparation and investment has been made in the Sherwood West area to accommodate necessary housing growth and affordability. The list of improvements in recent years is lengthy. Likewise, economic and job growth go hand-in-hand with future essentials. It is long past time to adopt the completed concept plan for proposed expansion within the presently designated urban reserve area. Anything less, as suggested by self-serving community members like the Sherwood Farm Alliance, would be a further irresponsible obstruction to the realities of future progress.

In place of my attendance at the upcoming Zoom meeting, thank you for including the above comments as a matter of record.

Sincerely,

Charles Digregorio

[redacted]

Portland, OR 97239

To: Metro

My name is Peter Dinsdale.

I was raised in Sherwood and my family's agriculture business is on the edge of the proposed UGB expansion area.

I am a supporter of the West of Sherwood Farm Alliance.

We were shocked and dismayed when Metro Councilor Juan Carlos Gonzalez announced his support for the controversial proposed Sherwood UGB expansion earlier this month.

By doing that, he made it perfectly clear that he doesn't have the slightest interest in the information, analysis, and values of the people who live here, or possibly from anyone, anywhere in the region.

In 2021, people in and around Sherwood responded to an online survey about this proposed UGB expansion.

84% of the respondents agreed, with this statement:
"*The Sherwood city council should NOT expand the city and* [should instead] *preserve natural areas and farmlands in the Sherwood West area*."
About 75% of respondents agreed strongly.

Let me repeat those numbers: 84% opposed the expansion and 75% strongly. That was the same result from a survey taken five years earlier.

Before you dismiss this opposition as the sentiments of a bunch of NIMBYs, you might consider some of the facts that we have been presenting to you at your monthly meetings:

FACT: Housing will be unaffordable to the people taking the jobs in the expansion area, causing more commuting, heavier traffic on our already burdened roads, and more pollution, which will NOT help in reducing greenhouse gas emissions.

FACT: Metro approved a UGB expansion in 2017, at Sherwood's request to build a new High School on 82 acres, based on projections of soaring enrollment. Today, after spending $248 million in tax dollars, the School District's consultants expect enrollment to decline within seven years.

FACT: The expansion will cause the loss of some of the best farm and forestland in the world. The result will be the loss of countless agricultural jobs and damage to Chicken Creek, which helps maintain the water quality in the nearby National Wildlife Refuge.

We are counting on you - unlike Councilor Gonzalez - to actually listen to the citizens, hear the facts, and reach an independent judgment.

Thank you for your service.

Peter Dinsdale

Miriam Hanes

From: Julie Horowitz <[redacted]>
Sent: Wednesday, August 21, 2024 5:22 PM
To: Metro 2040
Subject: [External sender]2024 Sherwood UGB decision
Attachments: Metro Peter Dinsdale.docx

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To Whom it Concerns,

I am a citizen of Sherwood and have attached my letter opposing the UGB expansion in Sherwood OR

Peter Dinsdale

Miriam Hanes

From: Shannon Dittler <[redacted]>
Sent: Tuesday, June 4, 2024 6:42 AM
To: Metro 2040
Subject: [External sender]Urban Growth Boundary.

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Hell no, I don't want it to get larger. That is exactly what people who have moved here want. They want to make it larger so they can snatch up those investment properties.
People from outside of Oregon came here with their deep pockets to buy up Portland and make it grow.
We the people of Oregon don't need their deep pockets and wealth. Portland laws were put in place long ago by people with the foresight to realize people would want to do this to our GEM.
Hell no, tell them go invest elsewhere. Portland is perfect the way it is.

Miriam Hanes

From: Farmland First [redacted]
Sent: Sunday, August 18, 2024 9:46 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Testimony in opposition to Sherwood expansion

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To whom it may concern:

Our nonprofit organization, Farmland First, is writing to convey our strong opposition to the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres.

This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes.

In 2022 Metro projected Sherwood would grow by a scant 3% over the coming decades. The Sherwood School District has forecasted enrollment for the new high school will begin to DECLINE in 2027. Sherwood has enough vacant land to accommodate new housing and jobs for years to come, when planned and developed wisely.

The types of industry that are planned are land-extensive, taking up farmland despite the drastic decline in farmland in the county and natural resource land despite the fact that only 15% of original significant natural resources remain in the county. It is a red herring to state that the goal is to increase the number of residents who work in the city - that correlation is not necessary for a functioning city, especially one in Metro where many people work in one city and live in another. If the city lacks jobs, it may be of its own making because it recently approved many expensive homes. It should not be rewarded for poor planning. And the type and extent of industry proposed is expensive to provide with infrastructure and services, yet there is no Taxpayer Impact Statement on the costs.

Farmland First stands with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,
Nellie McAdams
Farmland First

Miriam Hanes

From: Brian Fields [redacted]
Sent: Wednesday, July 24, 2024 3:46 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Comments from Brian Fields on Sherwood West expansion proposal
Attachments: Brian Fields Sherwood UGB expansion Metro 24Jun2024 comments.pdf

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

I would appreciate it if my attached comments are provided with the July 24 MPAC meeting packet.

Thank you,
Brian Fields
Secretary,
Eastview Road Neighborhood Association

Sherwood UGB expansion comments,
Brian Fields
Secretary, Eastview Road Neighborhood Association

I urge the Metro Council to scale back the Sherwood West Urban Growth expansion. We do not have the transportation infrastructure to support this growth. In addition, the City of Sherwood has not done any planning, not even "conceptual", to expand the capacity of Elwert Road, the only viable north south connector.

The current plans for Elwert Road are inadequate for the future growth planned.

Elwert road is serving as a regional connector. Even without bringing in additional land in the Sherwood West Urban Reserve we can expect the traffic flow to increase. With the addition of large amounts of new housing the burden on the existing road will only increase. How has Sherwood planned for increased capacity? They have not.

The Sherwood West concept plan shows the vision that Elwert road remain one lane in either direction with the addition of turn lanes. The city has repeatedly said that their vision of Elwert is that of a neighborhood street. This flies in the face of the current reality of an already overburdened regional connector, let alone showing any sense of planning for the future to accommodate a greatly increased local population. The only mention in the Sherwood West concept plan of planning for future connectivity is vague mentions of conceptional connectors. You can reference the "Transportation and Infrastructure" Section on page 101 of part 1 of the Sherwood UGB expansion proposal.

"North-South Connectivity – The concept of adding a route to enhance regional north-south connectivity will require future study. Additional feasibility and cost analysis will be

necessary. This should be considered as a long-term strategy, rather than an essential component of early stage transportation planning in Sherwood West."

But the truth is that the Sherwood West topography is not going to allow any new north south connectors. During the public outreach portion of the Sherwood West concept plan much feedback was provided to the city outlining specific complications for a north south connector west of Elwert Road. The City's own traffic modelling demonstrated that regional traffic could not be diverted from Elwert Road to any significant degree. The land is riddled with steep slopes and is bisected by Chicken Creek. In addition, the border of Sherwood West veers sharply east when you go north of Edy Road. If this hypothetical connector were built, as it moved north it would run into Rural Reserve land. Due to this a connection to Scholl's Sherwood Road to the north could not be completed. This means any road that was built would have to feed back onto Edy and Elwert, the existing transportation corridor.

There really is no choice but to improve the existing transportation corridor, but the City of Sherwood's West Concept plan does the opposite. Sherwood is proposing to move portions Elwert Road off it's current north south alignment and meander to the west, pass through two round-abouts, incur a new Chicken Creek crossing and then meander back to the Elwert Road current alignment in the north.

We have examples in the nearby region of what successful road planning would look like. The massive development to the north of Sherwood West, on Roy Rogers Road, has been accompanied by expansion of that road to 4 lanes. If you want to see aesthetically pleasing road expansion, we need only look to the improvements Lake Oswego has done on Boones Ferry Road. The road was both

improved to 4 lanes with a turn lane, but also includes attractive landscaped dividers and sidewalks. This is much like Sherwood has proposed, but with a critical difference, Lake Oswego recognized the need to increase capacity while making attractiveness an important part of their road design. Both can be done.

To be clear my point is not that Sherwood has not already solved the capacity problem prior to asking for an Urban Growth Boundary expansion. The problem is that Sherwood is not even planning for increased capacity. In fact, their public statements during the West Concept Plan outreach process indicated they want to discourage regional traffic and keep Elwert as a neighborhood street. See the description on page 227 of the submittal, in the Section title "SW Elwert Road Design Concept". Make note that the designation for much of Elwert Road is "Residential Boulevard". The is much risk if Sherwood doubles down on this approach that near term development will forestall any future capacity improvements on Elwert Road.

Their proposal to bring in the entire Sherwood West Urban reserve should be scaled way back until the City actual provides realistic transportation planning. Bringing the entire 1200 acres of Sherwood West now into the UGB is only going to compound a local a regional transportation quagmire which already exists. Sherwood needs to confront the reality that topography and the Urban Reserve boundaries themselves prevent any alternate north south connector. I encourage Meto to not approve Sherwood's ask to bring in the entire Sherwood West Urban Growth Reserve into the Urban Growth boundary.

Brian Fields
Resident of Sherwood West

MULTIFAMILY NW
The Association Promoting Quality Rental Housing

Multifamily NW
[redacted]
Tigard, OR 97224

Metro Council
600 NE Grand Ave
Portland, OR 97232

August 20, 2024

Dear Metro Council Members,

As the largest association of housing providers in Oregon, Multifamily NW is dedicated to ensuring that our communities thrive through sustainable growth and adequate housing supply. We are writing to express our strong support for the adoption of a high-growth forecast projection as you evaluate the urban growth strategy for the Portland Metro area. As you know, our region is currently navigating the consequences of a severe housing crisis, and it is imperative that we take bold, forward-thinking action to address the urgent need for housing.

Undersupply is the Root Cause of Housing Crisis

The Portland Metro area is experiencing an unprecedented demand for housing, which far exceeds the available supply. According to an alarming report by ECONorthwest, our region is already facing a housing shortage of more than 59,000 homes, with an additional need for 10,683 homes to accommodate our growing houseless population. Moreover, it projects that the region will require the construction of 294,853 new housing units over the next 20 years. These figures significantly surpass Metro's current estimates of 143,300 to 203,200 new units.

The numbers provided by ECONorthwest paint a stark picture of the housing crisis we are facing. By adopting a high-growth forecast projection, Metro can more accurately prepare for the higher-than-baseline growth that our region will (hopefully) experience. This proactive approach will enable us to meet the housing needs of our rapidly growing population, while also mitigating the affordability challenges that threaten the livability of our communities. And, if population growth does not proceed as expected, the land will not be impacted.

EXECUTIVE DIRECTOR
Gary Fisher
[redacted]

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Furthermore, residents in the Portland Metro area are facing increasing barriers to home ownership due to the affordability consequences that our undersupply has caused. If the council adopts and implements the high-growth forecast projection, home ownership will be more attainable for communities across the region.

Portland Metro Should Welcome Responsible Development

Additionally, Metro Council should shape a new policy that recognizes the low capacity for housing development inside UGB lands and the extreme need for new housing. The current estimates indicate a surplus of +9,050 units, which we believe is unrealistic given the actual deficit of -84,000 units needed inside the UGB.

Attempting to control where and how the market will adapt can have unintended consequences. Metro should avoid imposing restrictive policies that risk pushing housing developers to other U.S. markets with fewer regulatory barriers. Instead, we should focus on creating an environment that encourages development and investment in the Portland Metro area, ensuring that we remain competitive and capable of meeting our region's housing demands.

A crucial component of addressing our housing crisis is expanding the Urban Growth Boundary (UGB). By expanding the UGB, we can increase the availability of land for development, thereby helping to slow the escalating costs of housing. As we have all seen firsthand, the limited supply of land within the current UGB constrains development and drives up prices, making it increasingly difficult for residents to find affordable housing.

Expanding the UGB will not only create more opportunities for housing development but will also encourage competition, which can help slow the increase in housing costs and make living in the Portland Metro area more affordable. It is essential that we take this step to ensure that all residents have access to housing that meets their needs and budgets.

Acknowledgment of Employment Lands Considerations

While our primary focus is not directly within the commercial and industrial development sectors, we acknowledge that the availability and management of employment lands significantly impact the overall growth and sustainability of our communities. In this regard, we recommend that the Metro Council consider discounting the approximately 1,300 acres of land with slopes exceeding the 7% grade threshold, which is generally identified as the industry standard for commercial and industrial development. We have an obligation to ensure the land classified as viable truly meets the practical requirements for development.

By integrating these considerations, we believe that the Metro Council can better strategize the use of employment lands to foster balanced development, support economic vitality, and contribute positively to the community's housing and employment needs.

City of Sherwood Proposal Deserves Approval

Furthermore, Multifamily NW fully supports the City of Sherwood’s proposal for expansion without any conditions. Sherwood has demonstrated a commitment to responsible growth through a rigorous public engagement process, and we trust in their ability to understand and address their community's needs. Metro should respect the decisions made by local communities and support their efforts to grow in a way that aligns with their unique vision and values.

It is crucial to trust Sherwood's expertise and ongoing community engagement process. They are best positioned to determine how to grow reasonably and responsibly, ensuring that their expansion aligns with local needs and aspirations.

Conclusion

In conclusion, Multifamily NW strongly advocates for the adoption of a high-growth forecast projection as part of the urban growth strategy for the Portland Metro area. By acknowledging the true extent of the housing crisis, rejecting restrictive development scenarios, expanding the urban growth boundary, and supporting local initiatives, we can pave the way for a more prosperous, affordable, and sustainable future for our communities.

We appreciate the Metro Council's dedication to addressing these pressing issues, and we are confident that, together, we can create a housing strategy that meets the needs of our growing region. Thank you for considering our perspective and recommendations.

Sincerely,

Gary Fisher
Executive Director
Multifamily NW

Miriam Hanes

From: Zach Lindahl <[redacted]>
Sent: Tuesday, August 20, 2024 9:11 AM
To: Metro 2040
Subject: [External sender]Multifamily NW Public Comment on UGR
Attachments: MFNW Metro UGR Comments.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good Morning,

My name is Zach Lindahl, and I am the Director of Government Affairs for Multifamily NW. Our association is the largest coalition of housing providers in the state of Oregon, representing more than 275,000 units. In addition to frequent compliance training and hundreds of networking opportunities, our association advocates for common sense housing policy at all levels of government on behalf of our members. Our top priority is to keep Oregonians housed. In a time of housing crisis across the state, it is important that we consider how all policy affects both housing supply and affordability for renters.

Attached are comments Multifamily NW submitted regarding the recent Urban Growth Report. I thought I would share via this email address as well. Please let me know if you have any questions regarding our comments.

Best,

Zach Lindahl
Director of Government Affairs
Multifamily NW
[redacted]



Peter Foster

[redacted]

Sherwood, Oregon, 97140

[redacted]

8.22.2024

Metro Council

600 NE Grand Ave

Portland, OR 97232

Dear Metro Council Members,

I am writing to advocate for the inclusion of all land currently designated in the Sherwood West Growth Plan as proposed by the City, to ensure the future success of the City and the greater Community. The Sherwood West Plan is a good plan and the City's "control of the narrative" will be lost if the Plan is piecemealed in phases. We have strong interest in growth that will support diverse ranges of people who wish to live and work in our community. Sustainable growth, as championed by conservationists like myself, offers far more advantages to our community than no growth at all. History has shown us that the key to a prosperous society is not in stagnation, but in the careful and responsible use of our resources to meet the needs of the many and not just the few.

Our Project, Prodigal Sons, consists of a 'single farm restaurant' that will feed people locally, provide jobs and unique living opportunities, unlike grass seed and single crop export farmers. We have been diligently working with the City of Sherwood and the High school Ag and Culinary programs with intent to provide career opportunities and real-world skill development to the students. There are two types of landowners in our area. The first type are focused on growth opportunities and plan comprehension. The second type champion land preservation now that they built their homes where forest and farms used to be and dislike the middle and lower income folks in general.

Recently we have heard disturbing news that there is opposition to growth from several organized groups. As fact, the massive commercial farms with the most capital are not friends of Oregon's environment and financial future...

Organizations like Thousand Friends of Oregon, while well-intentioned in their efforts to preserve natural spaces, often fail to recognize the real-world impact of their policies on ordinary Oregonians. Their stance is reminiscent of Henry Thoreau's philosophy of naturalism—a perspective that prioritizes untouched wilderness over the needs of people, especially those of middle and lower incomes. Unfortunately, this approach is detrimental to the economy, creating a situation where "the few with the most" exert influence to protect their estate views at the expense of working and poor families who need affordable housing and job opportunities. If Metro is convinced not to act due to well organized and well-funded opposition groups representing s small percentage of the population, there will be no meaningful growth in Sherwood for many years to come and the fallout will be your (Metro's) failure because of wealthy numby influence.

Sherwood is a growing community with real needs. Leaving developable and well-planned land undeveloped in the name of preservation benefits a select few, but it does nothing to help the people of Sherwood diversify and thrive. Instead, we need to focus on sustainable development that balances environmental responsibility with economic growth. Responsible housing, jobs and infrastructure supports our town by allowing future generations to thrive in the area. At present, our next generation can't afford to live here and don't have enough local jobs here.

I urge Metro to consider the long-term benefits of sustainable growth over the short-term appeal of leaving land wild. Just as Roosevelt and Pinchot understood the value of managing natural resources for the benefit of all, we must adopt policies that ensure the land serves the people of Sherwood—not just those who can afford to prioritize untouched nature over community needs. The Sherwood West concept plan addresses that in a most impressive way.

Additionally, if City Council is given unfavorable conditions that stalemates the entire ask of the Urban Growth Management Decision, they could potentially withdraw and fail to have served

our community. Most will likely not be in service many years from now anyway. The application process is too costly. We would have to start the process all over again. By the time interest returns, if at all, and sites are permitted and built it will have been 8 years. Hopefully this letter gets into the right hands and Sherwood will maintain trajectory towards becoming one of Oregon's most desired places to live, for all, not just the few.

I look forward to your consideration of this critical issue and am confident that with timely and fair stewardship, we can create a future where Sherwood thrives economically, socially, and environmentally.

Thank you for your time and attention.

Sincerely,

Peter C. Foster

Owner
Memoirs LLC
[redacted]
Honolulu, HI. 96813
memoirshawaii.com

Managing Partner
Prodigal Sons LLC
[redacted]
Sherwood, OR. 97140
prodigalsons.farm

[redacted]
[redacted]

Miriam Hanes

From: Peter Foster <[redacted]>
Sent: Friday, August 23, 2024 11:32 AM
To: Metro 2040
Subject: [External sender]Urgent. Please Read
Attachments: Final Letter to Metro.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Peter Foster

19800 SW Kruger Road

Sherwood, Oregon, 97140

[redacted]

8.22.2024

Metro Council

600 NE Grand Ave

Portland, OR 97232

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Sherwood, OR. 97140
prodigalsons.farm

[redacted]
[redacted]

CLACKAMAS COUNTY

PLANNING & ZONING

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DEVELOPMENT SERVICES BUILDING
[redacted]
OREGON CITY, OR 97045

TO: Metro Urban Growth Management Team, via email [redacted]

FROM: Clackamas County Planning Staff

RE: Technical Letter of Comment Regarding the Draft 2024 Urban Growth Report

DATE: August 22, 2024

Thank you for the opportunity to comment on the Draft 2024 Urban Growth Report (UGR). We appreciate your efforts to coordinate with our team and the many conversations you have convened in developing this report.

In addition to the Clackamas County Board's letter of comment, our technical staff would like to submit to the record the below concerns, questions and requests.

First, as raised at MTAC, it is difficult to determine how the calculations were made between the appendices and the draft UGR. We request that you provide a clearer record of computation in calculating the formal figures that are the basis for tables in the UGR.

For example, Table 9, *Summary of residential growth capacity inside the UGB by housing type* (page 32) shows "low", "mid", and "high" capacity numbers for single-unit detached, middle housing, and multifamily housing types. But the note to the table says that these capacity numbers should not be totaled, "for instance, adding up high capacity for each housing type", so it is unclear how we know how much capacity exists in the UGB and how these numbers should be used to compare capacity to the projected need. While Metro staff has provided, via email, some clarity to how the numbers in this table were calculated, it remains unclear how this table relates to Table 15 (page 40) in which the expected need is compared to some amount of capacity in each of the scenarios. To that end, additional data in an appendix that clearly walks a reader through these calculations should be provided; this would not only be helpful for reviewers, but it would also lead to more confidence in the summaries and options presented in the UGR.

Buildable Lands Inventory:

- Our team would like to thank Metro Staff and Johnson Economics for the creation of the Predictive Redevelopment Model to create a supply side response to key market parameters for anticipated development and redevelopment activity (Appendix 2, Attachment A). This is an innovative resource that is working to provide one of the missing pieces of the puzzle in matching land use with the redevelopment aspects of buildable land. That said, we do have some questions about the assumptions for redevelopment. One concern is that the proforma indicates that much of our "naturally occurring" affordable housing, such as manufactured home parks and older existing apartments will be re-developed. We are concerned that some of the assumptions may not support the retention of these critical assets, thereby leading to displacement, and also may incorrectly influence the capacity estimates.

Housing Needs Analysis:

- Data on housing underproduction show inconsistencies. In 2021, ECO Northwest conducted a study, Implementing a Regional Housing Needs Analysis Methodology in Oregon that estimated housing underproduction in the Portland Metro region to be 59,488 units (Exhibit 18, p. 35). In the draft UGR, however, the estimate for housing underproduction is estimated to be 15,000 (Table 10, p. 33). Metro Staff provide a thorough methodology for calculating underproduction (Appendix 8A, p. 4), but the UGR and accompanying appendices do not provide an explanation for this discrepancy. Further, it would be helpful to have a record of specific inputs and calculations that result in the figures listed in Table 10 on p. 33 in the UGR.
- There is detailed information about the total new housing units needed in the Metro UGB by housing type (Table 14, p. 37) but there is no equity analysis in the UGR or Appendices 8 or 8A that provide a clear understanding of who the proposed housing units in Sherwood West are going to serve or how these new housing units will be used to accommodate those working in the hospitality sector of the proposed expansion area.
- Slope requirements may not equate to affordable housing. Site design and assembly adds considerable cost and discourages a site's likelihood for affordability when entering the market after construction. Further scrutiny and discussion on housing mix, particularly aspects of its affordability, should be determined and clarified in the final UGR.

Employment Land:

- Provide a clearer understanding of how slope requirements affect buildable land inventory. If slope requirements are at 7%, that would decrease buildable industrial land from 6,000 acres to 4,700 acres inside the UGB, on aggregate. If we are planning for high growth, this would change a 750-acre aggregate surplus into a 550-acre aggregate deficit (Table 19; p. 54 of draft UGR).
- Discussion on transportation and transit investment is almost completely missing in the report and accompanying Appendices; this must be developed and included in the UGR. Currently, there are no transit options in the proposed expansion area, and the closest bus in service is 2 miles away from Sherwood West. Addressing infrastructure needs and investment is critical for growth in the region.
- There may be a mismatch in what is presented in the Buildable Land Inventory (Figure 23; p. 55; Appendix 6) and what is desired when considering market factors. The current analysis presents Tier 3 land that is a minimum of 30 months from being development ready. Also noted in the UGR is that the average industrial parcel size is 3.8 acres, with a median industrial parcel size of 1.7 acres. Market factors indicate firms seek parcels that are a minimum of 5 acres and Tier 2 readiness (developable in 7 to 30 months or less). It would be useful for the analysis to break down data even further, describing the amount of land that is at least 5 acres and at least Tier 2 in readiness.

Capacity Analysis:

- Capacity allocated to unincorporated Clackamas County includes several areas that will not urbanize and develop at expected densities unless annexed into a city. Based on conversation with Metro staff, we understand that urban levels of capacity that are within the City of Happy Valley's North Carver/Pleasant Valley Plan area and planned areas outside of Oregon City are

included in the unincorporated county totals if the lands have not yet annexed to the respective cities. While staff also understands that this capacity is included as part of regional capacity for the purposes of assessing the regional urban growth boundary, we have several concerns about including this capacity in the unincorporated totals versus the cities where this urban development would happen.

a. County staff raised this issue several times throughout the development of the draft UGR and was assured that it would be addressed or at least acknowledged. Based on out reading of the draft UGR and associated appendices, it is neither addressed nor acknowledged.

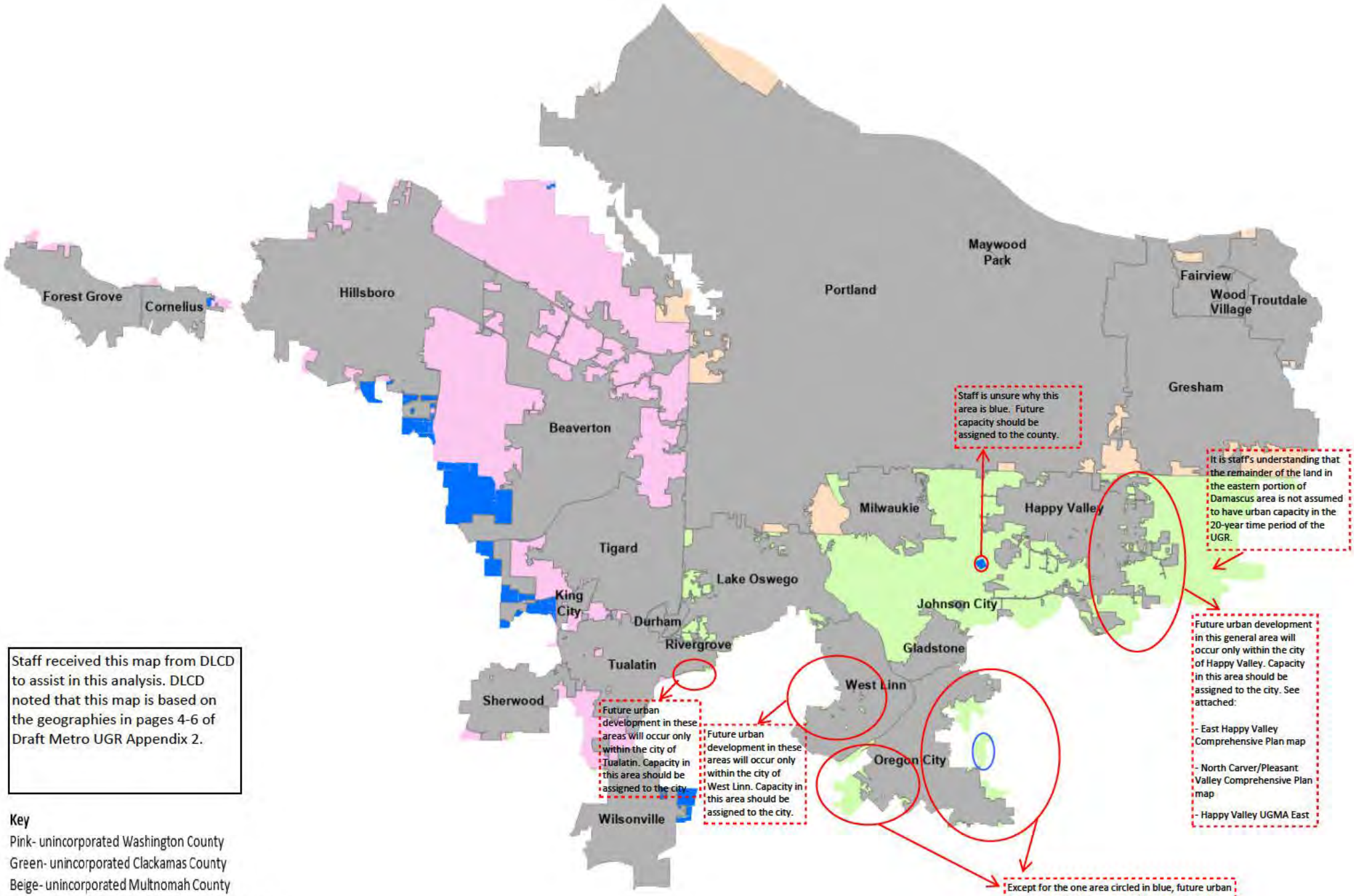
b. The urban unincorporated land (UUL) within the Metro UGB will be allocated housing targets under the new Oregon Housing Needs Analysis (OHNA) rules. Specifically, it appears from initial drafts of the OHNA methodology for allocating housing production targets, that the state will by relying on Metro's capacity analyses and ultimately Metro's distributed forecast for these housing production allocations. It is county staff's understanding that Metro's distributed forecast is at least partially based on these capacity numbers. Therefore, it is imperative that the capacity is "assigned" to the correct jurisdiction.

c. To that end, county staff has attached several maps to this letter to help Metro identify where future capacity numbers should be assigned and is happy to work with Metro staff to resolve this issue.

- The capacity analysis also overestimates capacity allocated to residential development and underestimates capacity for commercial development in some areas identified as having "mixed use", which county staff understands to mean zoning that would allow for both residential and commercial development. Specifically, in areas along McLoughlin Blvd in Clackamas County – in which the general commercial zoning also allows fairly high-density housing - it is assumed development of buildable lands will be 95% residential and 5% commercial. Little to no residential development has occurred in this location in the last several decades despite housing being allowed by zoning.

We acknowledge that completing these analyses for the region are challenging, especially in this time of constant change in housing and employment markets and new rules coming down from the state. We appreciate Metro's efforts to create an analysis that is more nuanced and market-based, rather than the simpler demand versus supply numbers that have been used in past reports, and we recognize that this approach leads to more uncertainty.

With that in mind, we would like to reiterate our Board's request to consider selecting the high growth rates for both population and employment, which will provide jurisdictions the latitude to attract more investment opportunities, meet coming housing production targets, and better be able to balance housing, employment and transportation needs.



Staff received this map from DLCD to assist in this analysis. DLCD noted that this map is based on the geographies in pages 4-6 of Draft Metro UGR Appendix 2.

Key

Pink- unincorporated Washington County
Green- unincorporated Clackamas County
Beige- unincorporated Multnomah County
Blue- UGR Appendix 2 p.6 jurisdictional assignment

East Happy Valley Comprehensive Plan

HAPPY VALLEY, OR
EST. 1965

CLATSOP ST
CLATSOP
162ND AVE
172ND
SAGER RD
HEMRICH RD
SCOUTERS MOUNTAIN RD
HAGEN RD
MONNER RD
PLEASENT VALLEY PKWY
TROGE RD
CROSSROADS AVE
MISTY DR
VOGEL RD
169TH AVE
SUNNYSIDE RD
SUNNYSIDE
ROCK CREEK BLVD
HWY 212

Existing Roads

- Arterial
- Collector

Planned Roads

- Arterial
- Collector

Zoning

- Community Commercial Center (CCC)
- RRFF5
- Employment Center (EC)
- Industrial Campus (IC)
- Institutional and Public Use (IPU)
- Mixed Commercial Center (MCC)
- Mixed Use Employment (MUE)
- Mixed Use Residential - Attached (MUR-A)
- MUR-M1 (Mixed Use Residential MultiFamily)
- MUR-M2 (Mixed Use Residential Multifamily)
- MUR-S (Mixed Use Residential Single Family)
- R-5 (Residential 1 Unit/5,000 SF. Ft.)
- R-7 (Residential 1 Unit/7,000 Sq.Ft.)
- R-10 (Residential 1 Unit/10,000 Sq.Ft.)
- R-15 (Residential 1 Unit/15,000 Sq.Ft)
- R-20 (Residential 1 Unit/20,000 Sq.Ft.)
- R-20 (Residential 1 Unit/20,000 Sq.Ft.)
- Single-Family Attached Residential (SFA)
- Comprehensive Plan Boundary

0 0.07 0.15 0.3 Miles

Date Saved: 9/28/2022

Source: Data from Clackamas County GIS & Metro Data (2021)

The information on this map was derived from digital databases from the City of Happy Valley. Care was taken in the creation of this map but it is provided "as is". The City of Happy Valley cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Although information from Land Surveys may have been used in the creation of this product, in no way does this product represent or constitute a Land Survey. Users are cautioned to field verify information on this product before making any decisions.

This document has been reproduced from the East Happy Valley Comprehensive Plan Map updated February 7, 2009.

City of Happy Valley G:\Maps\Maps For Planning\2022 Planning maps\Long Range maps\EHVCP September 2022\EHVCP September 2022.aprx

LOCATION

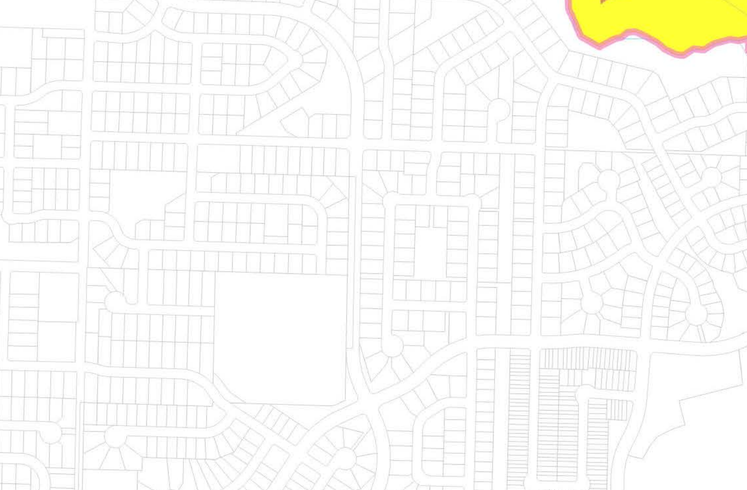
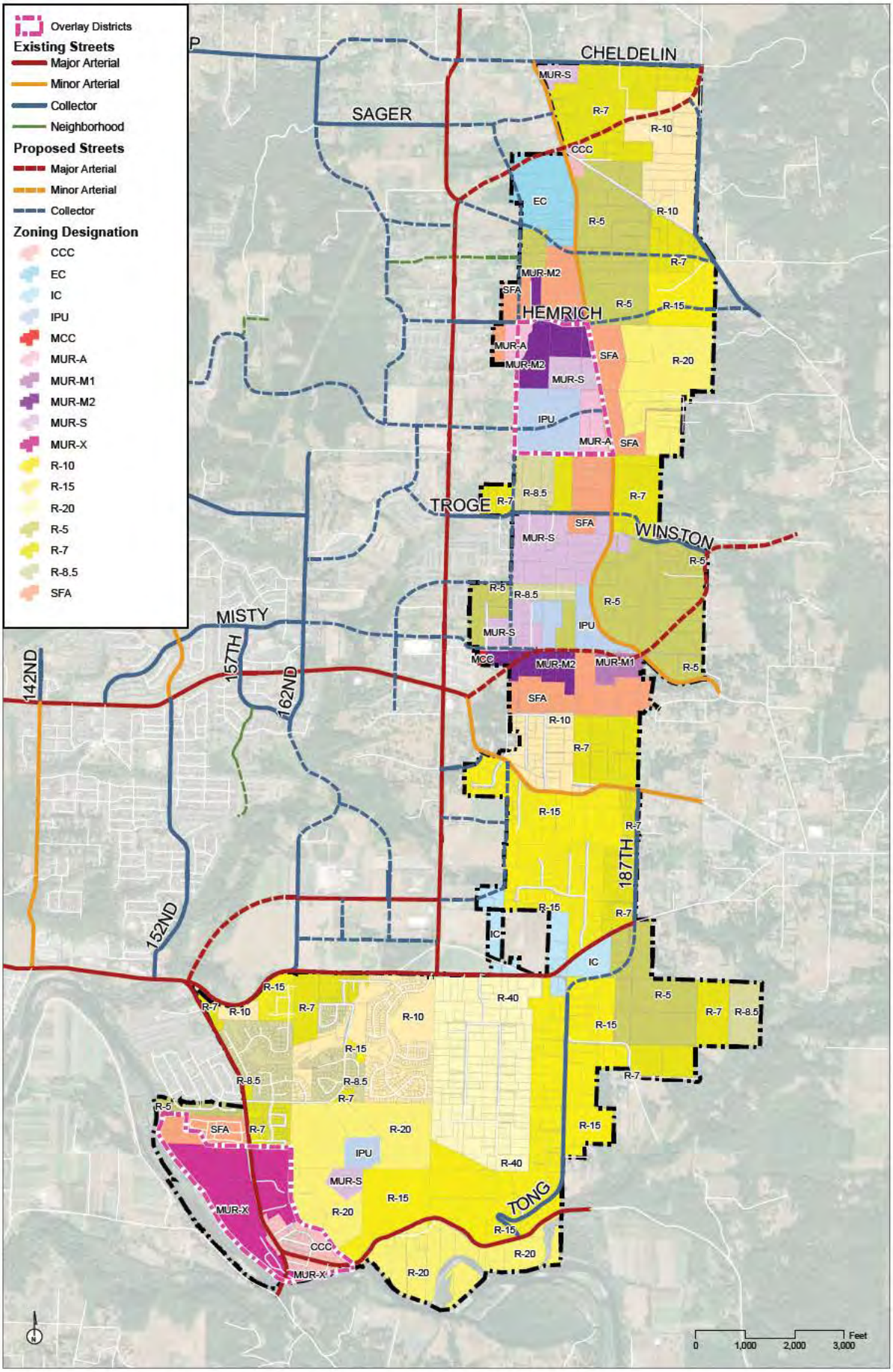


Figure 23. Zoning Map



005051

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CITY OF HAPPY VALLEY/CLACKAMAS COUNTY

URBAN GROWTH MANAGEMENT AGREEMENT

This Urban Growth Management Agreement ("UGMA" or "Agreement"), by and between the City of Happy Valley, an Oregon municipal corporation ("City") and Clackamas County, a political subdivision of the State of Oregon ("County") (collectively, the "Parties," and each individually a "Party").

RECITALS

WHEREAS, authority is conferred upon local government under ORS 190.010 to enter into an agreement for the performance of functions and activities that the local government, its officers or agencies has authority to perform; and

WHEREAS, the City and the County have a common interest in coordinated comprehensive plans, compatible land uses and coordinated planning of urban facilities within the Happy Valley Urban Planning Area East ("HVUPAE"), as described in Exhibit A to this Agreement; and

WHEREAS, the exchange of information should concentrate on issues that may have a significant impact on either Party and should not entail cumbersome procedural requirements that may increase the time necessary to expedite decision making; and

WHEREAS, OAR 660-003-0010 requires management plans for unincorporated areas within an urban growth boundary to be set forth in a statement submitted to the Land Conservation and Development Commission ("LCDC") at the time of acknowledgement request; and

WHEREAS, OAR 660-011-0015 requires an urban growth management agreement to specify the entity responsible for the preparation, adoption and amendment of the public facility plan(s); and

WHEREAS, the City and County previously entered into an urban growth management agreement on January 30, 1992, and amended on June 19, 2001, and subsequently amended on November 18, 2013 for areas to the west and southwest of the existing City of Happy Valley (extending to the Veterans Memorial Highway), which is hereby referred to as the "UGMA WEST" and is a separate urban growth management agreement from this Agreement, which is hereby referred to as the "UGMA EAST".

Clackamas County Official Records
Sherry Hall, County Clerk
Commissioners' Journals
Agreements & Contracts

2021-0580

12/02/2021 2:06:29 PM

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NOW THEREFORE, the Parties agree as follows:

AGREEMENT

1. Definitions.

As used in this Agreement, the following words shall mean or include:

1.1 Comprehensive Plan. Any plan document as described in ORS 197.015(5) that is adopted by a Party and that applies within the HVUPAE.

1.1.1 City Comprehensive Plan. The City of Happy Valley Comprehensive Plan.

1.1.2 County Comprehensive Plan. The Clackamas County Comprehensive Plan.

1.2 Land Use Policies. The whole or any part of any comprehensive plan, subarea comprehensive plan, Title 16 of the City's Municipal Code ("Development Code"), the Clackamas County Zoning and Development Ordinance ("ZDO"), refinement plan, public facility plan developed under OAR Chapter 660, Division I, land use regulation as defined by ORS 197.015(11), or any other generally applicable policy regulating the use or development of land. As applied to Metro, "Land Use Policies" include Planning Goals and Objectives, Regional Urban Growth Goals and Objectives, Functional Plans, and Regional Framework Plans.

1.3 Happy Valley Urban Planning Area East ("HVUPAE"). The HVUPAE includes unincorporated land within the Portland Metropolitan Urban Growth Boundary ("UGB") located generally east of 172nd Avenue and west of 222nd Avenue, as illustrated on the map attached as Exhibit A to this Agreement.

2. Terms of this Agreement.

2.1 This UGMA EAST becomes effective as specified under Section 8.3, below, and shall continue thereafter for an initial term of 10 years, unless terminated as provided in this Section or modified consistent with Section 8.4. This Agreement automatically renews for one additional 10-year term unless, not later than 90 days prior to the expiration of the initial term of this UGMA, one of the Parties provides the other Party with written notice that it does not wish to renew the UGMA EAST, in which case this UGMA will automatically terminate upon completion of the initial 10-year term. Either Party may terminate this agreement at any time after providing at least 90 days written notice to the other Party.

3. General Provisions.

3.1 General Planning and Permitting Responsibilities

3.1.1 Comprehensive Plan/Zoning Designations and Amendments. The County Comprehensive Plan and zoning shall apply to all unincorporated land within the HVUPAE until such time as those lands are annexed into the City. Unless

otherwise provided by law, the development of a comprehensive plan map amendment or zone change for the unincorporated areas within the HVUPAE shall be a coordinated joint effort of the Parties. The County shall be responsible for preparing and making a decision on all legislative and quasi-judicial comprehensive plan amendments/zone changes for areas within the HVUPAE not annexed to the City in coordination with the City and consistent with state law and the Metro Functional Plan. The City shall have the unrestricted right to review, comment on and appeal all legislative and quasi-judicial comprehensive plan amendments/zone changes processed by the County within the HVUPAE.

3.1.2

Land Use Permitting Authority. The County Comprehensive Plan and land use regulations shall apply to an application for a permit or other land use review within the HVUPAE not annexed to the City. County shall retain responsibility and authority for all implementing regulations and land use actions for all unincorporated lands within the HVUPAE, until lands are annexed to the City.

For properties that annex into the City of Happy Valley in the HVUPAE, the City shall apply the underlying County Plan and zone provisions in accordance with the procedural framework of the City's Municipal Code until the City has adopted urban City Comprehensive Plan designations and zoning districts for the HVUPAE.

3.1.3

Urban Plan Development. The Parties agree that the City shall be responsible for developing and adopting an urban Comprehensive Plan and zoning districts for areas that do not currently have urban designations within the HVUPAE, per Section 4 of this Agreement.

3.1.4 Land Divisions. Land divisions that would create parcels smaller than 20 acres in size shall not occur within lands with a Rural Comprehensive Plan designation within the HVUPAE.

3.2 Annexation.

3.2.1 Conditions Requiring Annexation. The owner(s) of property adjacent to the City (including by extension of a public right-of-way or body of water, per the City's annexation policies), who are seeking access to City-provided services (for example, Planning, Engineering, or Building Division permits) may be required to submit an annexation petition to the City.

3.2.2 Annexation Consent. At the discretion of the Board of County Commissioners ("Board"), the County may provide consent for annexations, when such consent is required per ORS 222.170 or ORS 222.125 for properties utilizing county right-of-way for an annexation, if city agrees to accept the transfer of the section of the roadway being used to access the annexed property.

3.2.3 Annexation Plan. Any City-initiated Annexation Plan shall be developed consistent with applicable state and regional laws. Opportunity shall be provided

to citizens, the County, active Citizen Planning Organizations ("CPOs") and affected service providers to review and comment on the Annexation Plan prior to any annexation election. Annexation Plan(s) will include development of public facilities plan(s) for the Annexation Plan area(s).

3.3 Public Facilities.

3.3.1 Public Facilities Plans. Except as identified in Section 4, the City shall coordinate the preparation or amendment of public facilities plans within the HVUPAE as may be required by OAR Chapter 660, Division 11 (Public Facilities Planning) and applicable sections of ORS Chapter 195 with the appropriate service providers. Upon annexation, an area within the HVUPAE shall be provided with public facilities services through a combination of City-provided services and by way of Intergovernmental Agreements ("IGAs") with applicable service providers, which may include the following: sanitary storm services – Water Environment Services "WES"); water service providers – Sunrise Water Authority, Clackamas River Water; county road services – Clackamas County Department of Transportation and Development; fire prevention services – Clackamas Fire District No. 1; services related to the provision and maintenance of open space – Metro; mass transit services – Tri-Met; and, school facility planning – North Clackamas School District No. 12, Gresham-Barlow School District, and Centennial School District.

3.3.2 New Service Districts. County shall not form any new county service districts to serve any areas within the HVUPAE, nor shall it support the annexation of any land within the HVUPAE to any such districts or to any other service districts without the prior written consent of the City.

4. Planning for Urbanization of Rural Lands in the HVUPAE.

4.1 Planning authority. The City shall be responsible for planning for any future urbanization of rural lands within the HVUPAE. The urbanization of rural lands within the HVUPAE will only occur upon annexation to the City. The City shall coordinate with the County Planning Division and other relevant County Department of Transportation and Development ("DTD") staff regarding future urban planning and development activities and the transportation network in the HVUPAE. County staff shall be invited to participate in the proceedings of all relevant Technical Advisory Committees in the review of urban plans within the HVUPAE. The City shall notify and coordinate with the County on amendments to the City's Transportation System Plan ("City TSP").

4.2 Land use and transportation planning in the HVUPAE. Building off existing studies and previously completed planning work, the City of Happy Valley and the County will develop the following planning documents for the HVUPAE:

4.2.1 Integrated Land Use and Transportation Plans (Urban Plans):
The City may create detailed, integrated land use and transportation plans for "phases," or portions of the HVUPAE that the City determines are of sufficient size to phase development and urban service provision in a cost-effective and efficient manner. These plans shall include all elements required for a full urban

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comprehensive plan for the selected area.

4.2.1.1 Coordination: All integrated land use and transportation plans shall be coordinated with the County to ensure consistency with County transportation plans and other planning in adjacent unincorporated rural areas. The City shall lead this planning undertaking with County coordination and participation in all relevant committees.

4.2.1.2 Notification: The City shall notify the County Planning Director prior to the initiation of each phase of urban land use and transportation planning. Notification shall, at a minimum, include a map of the area to be planned and an estimated timeframe for adoption of an urban plan.

4.2.1.3 Providing Employment Land: The City and County recognize the importance or providing employment land to support stronger economic growth in the County and will work together to identify opportunities to provide such lands in the HVUPAE, to potentially include employment areas different than those identified as Metro Title 4 lands.

4.2.1.4 Providing Affordable Housing Opportunities: The City and County recognize the importance or providing land for the development of affordable housing in the County and will work together to identify opportunities to provide such lands in the HVUPAE.

4.2.2 Clackamas County Transportation System Plan ("County TSP"): An update of the County TSP will be developed for the Metro UGB area illustrated within Exhibit A beyond (east of) any areas inside the HVUPAE that are not part of an integrated land use and transportation plan that is adopted or actively being completed by the City. The County TSP update will plan for transportation improvements necessary to serve travel patterns that are expected in the future in and adjacent to the HVUPAE including, without limitation, those areas within the Metro UGB but outside the HVUPAE.

4.3 State Highway System Improvements. The City and County recognize the importance of working with the Oregon Department of Transportation ("ODOT") to ensure that state transportation facilities be built/improved to accommodate expected population and employment growth in the HVUPAE and will utilize any subsequent land use and transportation plans to advocate for the timely development of the Sunrise Highway.

5. Other City Responsibilities.

5.1 Functions. All functions relating to the subject matter of this Agreement not specifically listed in this Section or any Exhibit as being the responsibility of the City will remain the responsibility of County. City shall be responsible for the timely and effective distribution to County of studies, information, requests, data and personal communications in City's possession on any matter concerning coordination between the City and County and/or regarding any infrastructure or policy issues coordinated by County.

5.2 Road Jurisdiction, Transfer and Condition. The City shall assume jurisdiction of the full width of any applicable segment of County road classified by the County as minor arterial, collector, connector, or local street that is within or immediately abutting an area annexed to the City within one year of the date of that annexation, assuming all provisions detailed below have been met. The transfer and assumption of jurisdiction shall be consistent with the provisions of ORS 373.270.

Concurrent with the date that a road is transferred, the County will upgrade the roadway or provide funds equivalent to the cost of a two-inch overlay over the existing pavement area, unless the road has a Pavement Condition Index (PCI) rating of 70 or higher, or the Parties mutually agree that overlay funds are not necessary for transfer. Alternatively, if a roadway or roadway section has a PCI of 50 or less, the City will only accept said roadway once a PCI of 70 or higher is achieved by the County or the Parties mutually agree upon a funding level equivalent to upgrading of the roadway to a PCI of 70 or higher.

5.2.1 For any County minor arterial, collector, connector or local street within the City boundary that is being transferred, but subsequent to annexation, the County shall allow improvements to be constructed to City standards and defer permitting authority to the City. The City shall issue all appropriate permits directly to the developer.

5.2.2 For any improvements to a County major arterial road within the City boundary, the County shall determine if City standards along the major arterial are acceptable to the County and do the following:

A. If the City standards are acceptable to the County, the County shall allow all improvements to be constructed to City standards. The County shall issue all appropriate permits with City concurrence.
B. If the proposed cross section standards are not acceptable to the County, the County shall require those improvements to be constructed to County standards. The County shall issue all appropriate permits.

5.3. City Notice to and Coordination with the County and CPOs.

5.3.1. The City shall provide notice to the County and the appropriate active CPOs at least 20 days prior to the first public hearing on all proposed annexations or extraterritorial service extensions into unincorporated areas.

5.3.2. The City shall provide notice to the County at least 20 days prior to the first scheduled public hearing on all proposed legislative changes to the City Comprehensive Plan or any quasi-judicial hearings regarding properties adjacent to unincorporated areas within the HVUPAE.

5.3.3. The City shall notify and coordinate with the County on amendments to the City TSP.

5.3.4. City shall provide notice and a service-provider comment letter to the applicable County Department in conjunction with the City's review of any land use application or building permit in which the proposed development activity might affect County facilities.

6. Other County Responsibilities.

6.1. County Notice to and Coordination with the City for Lands in HVUPAE.

6.1.1. The County shall provide notice to the City at least 20 days prior to the first scheduled public hearing on all proposed legislative changes to the County Comprehensive Plan text, implementing ordinances or other land use policies affecting land within the HVUPAE, and shall provide notice to the City at least 20 days prior to the first scheduled quasi-judicial public hearing regarding any properties adjacent to the City's incorporated area.

6.1.2. The County shall provide notice to the City at least 20 days prior to a staff decision on any Type II application for administrative action as provided in the ZDO for property within the HVUPAE.

6.1.3. The County shall notify and invite City staff to participate in or comment on all pre-application meetings for design review, conditional use permits, partitions, subdivisions or other significant development proposals within unincorporated areas of the HVUPAE at least 15 days prior to any such meeting.

6.1.4. Any amendments proposed by the County to the UGB within one mile of the HVUPAE will be reviewed jointly by the City and the County prior to submission to Metro.

6.1.5. In any County land use proceeding affecting property within the HVUPAE, the County shall enter all written comments received from the City into the public record and shall consider such written comments in the exercise of its planning and plan implementation responsibilities.

7. Mutual Indemnification

7.1 Subject to Article XI of the Oregon Constitution and ORS 30.260 to 30.300, the City will hold harmless, defend and indemnify the County, its elected officials, officers, and employees, for and against any claims or damages to property or injury to persons, resulting in whole or part from City's acts or omissions in performing any obligations under this Agreement.

7.2 Subject to Article XI of the Oregon Constitution and ORS 30.260 to 30.300, the County will hold harmless, defend and indemnify the City, its elected officials officers and employees for and against any claims or damages to property or injury to persons, resulting in whole or part from the County's acts or omissions in performing any obligation under this Agreement.

8. General Provisions.

8.1 Applicable Law. This Agreement shall be governed by Oregon law, without giving effect to the conflict of law provisions thereof, and the Parties agree to submit to the jurisdiction of the courts of the State of Oregon.

8.2 Insurance Coverage.

8.2.1. Commercial General Liability Insurance. Each of the Parties shall obtain and maintain at all times during the course of this Agreement commercial general liability insurance coverage pursuant to Oregon Tort Claims Act and subject to the limits of the Act covering Bodily Injury and Property Damage on an "occurrence" form in the amount of not less than $1 Million per occurrence/$2 Million general aggregate for the protection of the other Party, its officers, elected officials and employees. This coverage shall include Contractual Liability insurance for the indemnity provided under this Agreement.

8.2.2. Notice of Cancellation. There shall be no cancellation, material change, exhaustion of aggregate limits or intent not to renew any Party's insurance coverage contemplated by this Agreement without 60 days written notice to the other Party. Any failure to comply with the provision will not affect the insurance coverage provided to the Party. The 60-day notice of cancellation provision shall be physically endorsed on to the policy.

8.2.3. The County may self-insure to meet the minimum insurance requirements of this Section 8.2, to the extent that it maintains a self-insurance program that complies with the insurance requirements applicable under this Section 8.2.

8.3 Effective Date and Term. This Agreement shall become effective on the last date signed below and shall continue in effect according to its Terms.

8.4 Amendment. This Agreement may be amended at any time consistent with Section 8.9 below.

8.5 Assignment. Except as otherwise provided herein, the Parties may not assign any of their rights or responsibilities under this Agreement without prior written consent from the other Party, except that a Party may delegate or subcontract for performance of any of their responsibilities under this Agreement.

8.6 Dispute Resolution.

8.6.1. Subject to mutually agreed upon extensions of time in writing, failure or unreasonable delay by any party to substantially perform any material provision of this agreement shall constitute default. In the event of an alleged default or breach of any term or condition of this agreement, the Party alleging such default or breach shall give the other Party not less than 30 days written notice specifying the nature of the alleged default and the manner in which the default may be cured satisfactorily. During this 30-day period, the Party shall not be considered in default for purposes of termination or instituting legal proceedings.

8.6.2. The Parties shall first attempt to resolve the dispute by negotiation, followed by mediation, if negotiation fails to resolve the dispute.

8.6.3. Step One: (Negotiation). Each Party will select one or more person(s) to negotiate on behalf of the entity they represent. Those person(s) shall then meet and attempt to resolve the issue. If the dispute is resolved, there shall be a written determination of such resolution, signed by a representative of each Party and ratified by the governing bodies that shall then be binding.

8.6.4. Step Two: (Mediation). If the dispute cannot be resolved within thirty (30) days at Step One, the Parties may submit the matter to mediation. The Parties shall attempt to agree on a mediator. If they cannot agree, the Parties shall request a list of five (5) mediators from an entity or firm providing mediation services. The Parties will attempt to mutually agree on a mediator from the list provided, but if they cannot agree, each Party shall select one (1) name. The two selected shall select a third person who shall serve as the mediator. The common costs of mediation borne equally by the Parties with each bearing its own costs and fees. If the issue is resolved at this step, a written determination shall be signed by each Party and approved by the governing bodies.

8.6.5. Step Three (Legal Action). If the dispute remains unresolved following mediation, the Parties may seek remedy by appropriate proceedings filed in Clackamas County Circuit Court. In any such judicial proceeding, each Party shall be responsible for its own costs and fees.

8.7 Execution in Counterparts. This Agreement may be executed in any number of counterparts, each of which may be executed by any one or more of the parties hereto, and all of such counterparts shall constitute one Agreement. Counterparts of executed signature pages may be attached to any one or more counterparts of this Agreement. To facilitate execution of this Agreement, the Parties may execute by facsimile or e-mail transmission counterparts of the signature pages.

DocuSign Envelope ID 0D422339-34FF-4403-B293-E391A7AFA253

8.8 Severability. In the event a court of competent jurisdiction deems any portion or part of this Agreement to be unlawful or invalid, only that portion of part of the Agreement shall be considered unenforceable. The remainder of this Agreement shall continue to be valid.

8.9 Entire Agreement. This Agreement constitutes the entire agreement between the Parties and supersedes any prior oral or written agreements or representations relating to the HVUPAE. No waiver, consent, modification or change of terms of this Agreement shall bind the Parties unless in writing and signed by each party.

8.10 Non-Exclusive Rights and Remedies. Except as otherwise expressly provided herein, the rights and remedies expressly afforded under the provisions of this Agreement shall not be deemed exclusive and shall be in addition to and cumulative with all rights and remedies otherwise available at law or in equity. The exercise by either Party of any one or more of such remedies shall not preclude the exercise by it, at the same or different times, of any other remedies for the same default or breach, or for any other default or breach, by the other Party.

8.11 Debt Limitation. This Agreement is expressly subject to the debt limitation of Oregon counties set forth in Article XI, Section 10, of the Oregon Constitution, and is contingent upon funds being appropriated therefore. Any provisions herein which would conflict with law are deemed inoperative to that extent.

8.12 Waiver. The failure of either Party to enforce any provision of this Agreement shall not constitute a waiver by such Party of that or any other provision.

8.13 Interpretation. The titles of the sections of this Agreement are inserted for convenience of reference only and shall be disregarded in construing or interpreting any of its provisions.

8.14 No Third-Party Beneficiary. Neither Party intends that this Agreement benefit, or create any right or cause of action in, or on behalf of, any person or entity other than the County or the City.

8.15 Notices. All notices or other communications required or permitted under this Agreement shall be in writing, and shall be mailed or sent by scanned document (e-mailed) or faxed with hard copy to follow by post, addressed as follows:

To City: City of Happy Valley
Economic & Community Development Department
16000 SE Misty Drive
Happy Valley, OR 97086

DocuSign Envelope ID 0D422339-34FF-4403-B293-E391A7AFA253

To County: Clackamas County Planning & Zoning Division
150 Beavercreek Rd.
Oregon City, OR 97045

IN WITNESS WHEREOF, the respective Parties have caused to be signed on their behalf and enter into this Agreement on the last date indicated below.

CITY OF HAPPY VALLEY

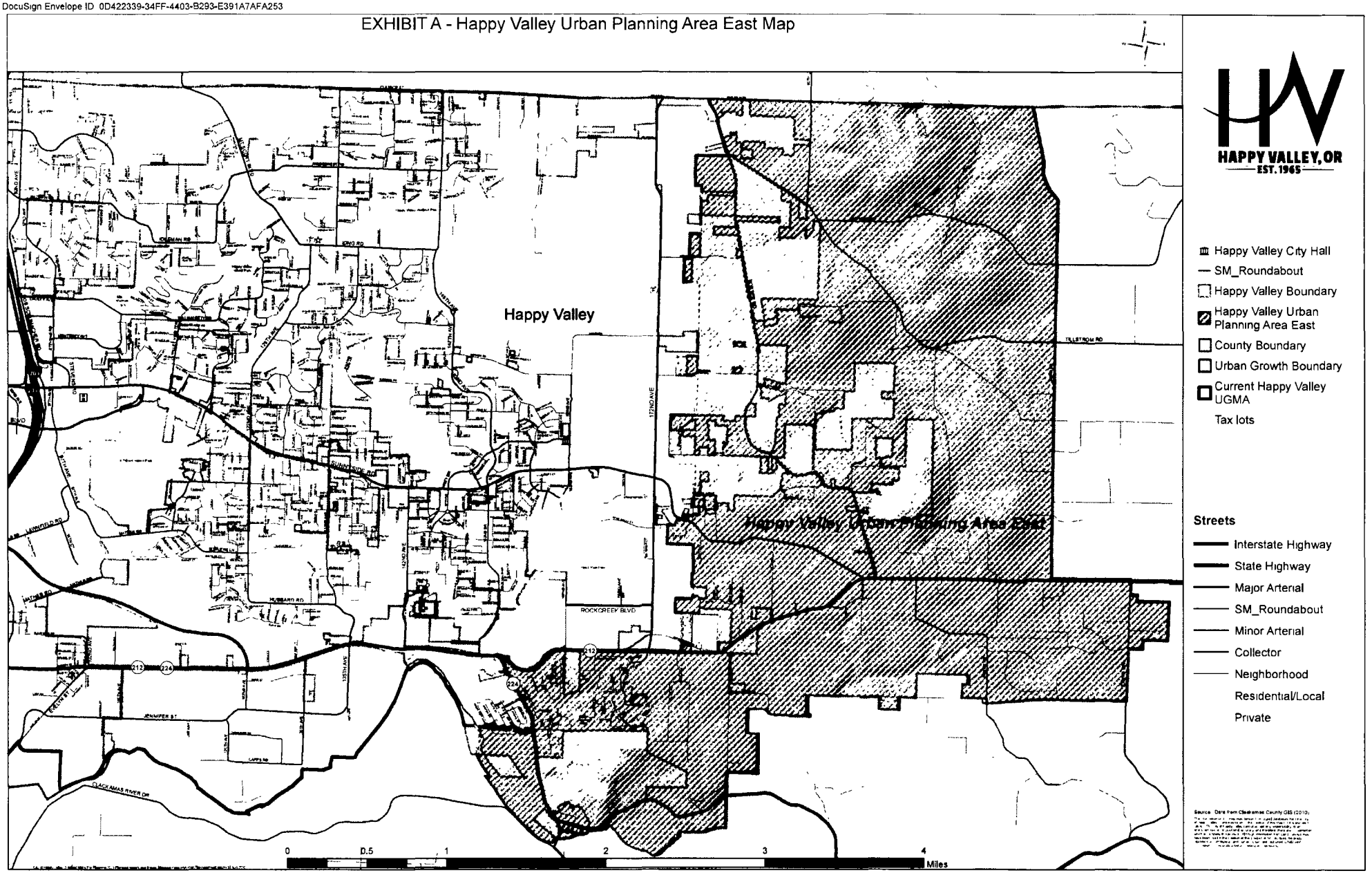
By DocuSigned by: Tom Ellis 10F8DC7CEFCD433 Date 10/26/2021
Mayor

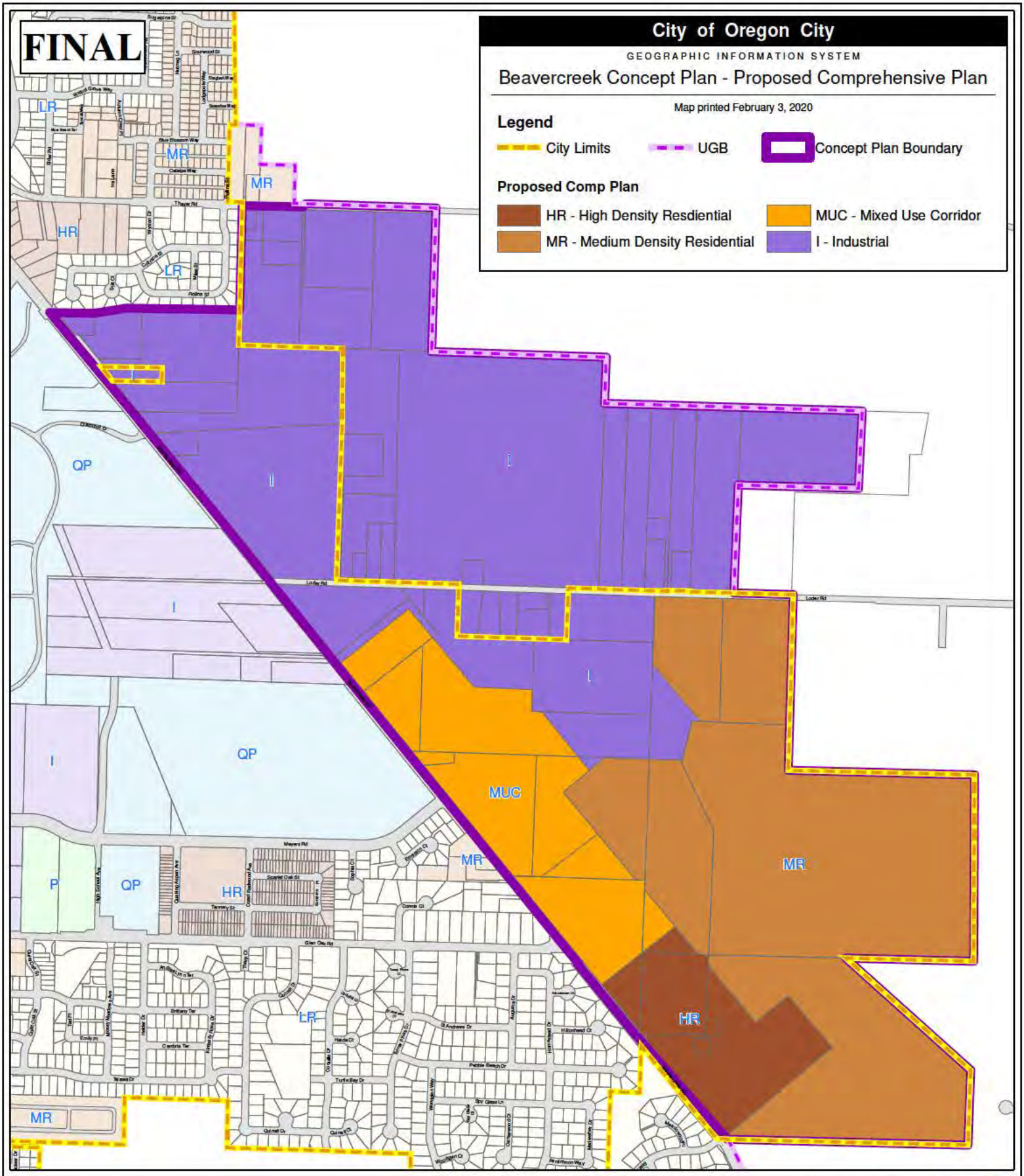
CLACKAMAS COUNTY

By _____ Date 11/24/2021
Chair, Board of County Commissioners

DocuSign Envelope ID 0D422339-34FF-4403-B293-E391A7AFA253

EXHIBIT A - Happy Valley Urban Planning Area East Map





The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. This map is not suitable for legal, engineering, or surveying purposes. Notification of any errors is appreciated.

N
W E
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LEG 19-0003
Beavercreek Road Concept Plan - Zoning and Code Amendments

0 450 900 Feet

1 inch = 900 feet

City of Oregon City
P.O. Box 3040
625 Center St
Oregon City, OR 97045
503-657-0891 phone
503-657-6629 fax
www.orcity.org

Plot date: February 3, 2020
Plot name: Beavercreek Concept Plan - Proposed Comp Plan - 8x10P - 20200203.pdf
Map name: Beavercreek Concept Plan - Proposed Comp Plan - 8x10P.mxd

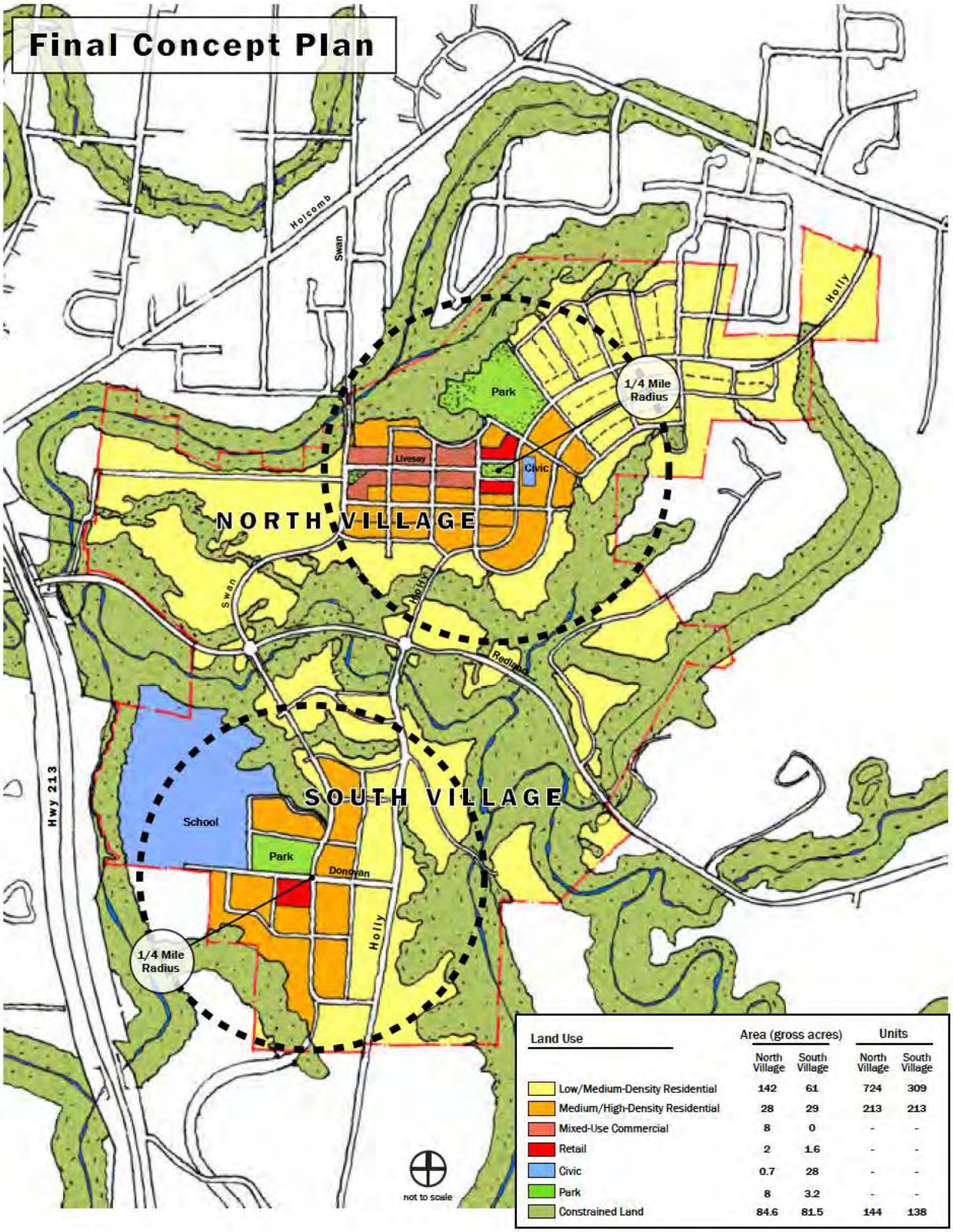


Figure 1-1. Park Place Concept Plan Urban Growth Diagram

This map is for concept planning purposes only. The specific locations of natural resource boundaries, open space, parks, land uses, roads, trails, infrastructure and related improvements may change and is subject to on-site verification and design at the time of development.

City of Oregon City

GEOGRAPHIC INFORMATION SYSTEM

Proposed Comprehensive Plan Designations

- LR - Low Density Residential
- MR - Medium Density Residential
- HR - High Density Residential
- Mixed Use-Corridor
- QP - Public/Quasi Public
- City Limits
- UGB
- Study Area

South End Concept Plan

OREGON CITY

The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. This map is not suitable for legal, engineering, or surveying purposes. Notification of any errors is appreciated.

N W E S

0 0.25 0.5 Miles

0 1,000 2,000 3,000 Feet

005066

City of Oregon City
P.O. Box 3040
625 Center St
Oregon City, OR 97045
503-657-0891 phone
503-657-6629 fax
www.orcity.org

OREGON CITY

Plot date: March 21, 2014
Plot name: SECP - Proposed Comp Plan - 11x17P - 20140321.pdf
Map name: SECP - Proposed Comp Plan - 11x17P.mxd

Please recycle with colored office grade paper.

Miriam Hanes

From: Fritzie, Martha <[redacted]>
Sent: Thursday, August 22, 2024 3:16 PM
To: Metro 2040
Subject: [External sender]Clackamas County Staff Comments - Draft UGR 2024
Attachments: Metro Draft UGR Technical Staff Letter_ClackCo_082224.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Thank you for considering the attached comments from Clackamas County staff regarding the draft UGR Report.

Please feel free to reach out to me with any questions,
Martha

Martha Fritzie, Principal Planner
Clackamas County DTD|Planning & Zoning
150 Beavercreek Road|Oregon City, OR 97045
[redacted]

Working hours 7:30am to 6:00pm|Monday – Thursday

Please visit our **webpage** for updates on Planning services available online, service hours and other related issues.



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PMAR
PORTLAND METROPOLITAN ASSOCIATION OF REALTORS®

August 22, 2024

Urban Growth Management Team
Metro
600 NE Grand Avenue
Portland, OR 97232

Dear Metro Urban Growth Management Team,

I am writing on behalf of the Portland Metropolitan Association of Realtors® (PMAR) regarding Metro's Draft Urban Growth Report. We appreciate the extensive work Metro's staff put into the Urban Growth Report. We would also like to thank Metro for inviting PMAR to the Urban Growth Report Stakeholder table; it was a welcome opportunity to better understand the report's underlying work, data, and assumptions, and to discuss some of our region's challenges and opportunities with other stakeholders.

PMAR recognizes the Portland region is lacking tens of thousands of homes necessary to meet our growing population and that people in our community suffer due to this lack of housing. Our region's current level of housing construction is 10.1% below the long-term average, and no where near on pace to catch up with past underproduction, let alone accommodate future growth. Portland in particular is struggling to keep up with needed housing production; the city is on track to produce only 500 new units this year, when the forecasted need by 2045 is more than 120,000 new homes.

As a region, we must embrace land use, development, and zoning principles that provide and encourage an abundant mix of housing types that meets community needs and provides sufficient housing for current and future residents. Restrictive land use regulations play a major role in stymying the proliferation of new housing. Accordingly, PMAR supports much needed growth in the Metro area's capacity for housing development, which removes a barrier to housing construction; getting the 2024 growth management decision right will support the continued growth and prosperity of our entire region.

In that spirit, PMAR strongly urges Metro to adopt a higher growth population forecast, and urges the Metro Council to support the City of Sherwood's request for expansion.

Population Forecast

The draft report forecasts regional population growth "only from net in-migration," due to lower

forecasted birth rates, and assumes that growth rates will be slower as a result over the next 20 years.

While this is a reasonable assumption, it fails to recognize that the policy choices we make today will impact whether or not our region is a place that attracts new residents over the next 20 years. Put another way, if we plan for low growth, we are unlikely to see anything other than low growth. But if we plan for robust growth, and make policy choices that support a vision of higher growth, our region becomes a more attractive place to future residents.

We strongly recommend adoption of the higher growth population forecasts, to set the stage for nearer term policy decisions and actions that will in turn foster stronger population growth, and help our region realize economic growth and prosperity.

City of Sherwood Expansion

PMAR supports the City of Sherwood's expansion proposal, particularly the 340 net acres of residential land proposed in the Sherwood West Concept Plan. PMAR believes that there is no one-size-fits-all to housing and that a vast array of homes of various types and at various price-points are needed to serve members of the community, accommodate new residents, and ensure that members of our community can buy a home that fits their unique needs. Accordingly, while Metro may want to make recommendations or provide incentives to encourage certain kinds of housing development, PMAR would discourage prescriptive requirements or new regulations that would limit Sherwood's housing development options.

PMAR is committed to working collaboratively with Metro and other stakeholders to ensure that our region's growth management decision is implemented in a way that benefits all residents and facilitates growth of the housing market.

Michele Gila
Director of Realtor® Advocacy

Miriam Hanes

From: Amy Ruiz <[redacted]>
Sent: Thursday, August 22, 2024 3:17 PM
To: Metro 2040
Cc: Michele Gila; Kari Chisholm
Subject: [External sender]Fwd: UGR comments
Attachments: PMAR UGR Report Comments 08222024.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Attached, please find comment on the Urban Growth Report from Portland Metropolitan Association of Realtors®. Thank you for the opportunity to weigh in.

Best,
Amy Ruiz

—
Amy Ruiz
[redacted]
Partner, Swift Public Affairs
[redacted]

Miriam Hanes

From: Patty Hales [redacted]
Sent: Thursday, August 22, 2024 6:07 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Sherwood Urban growth boundary

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Patricia Hales

Miriam Hanes

From: Jessica Pelz [redacted]
Sent: Friday, July 26, 2024 4:16 PM
To: Metro 2040
Cc: Stephen Roberts; Erin Wardell; Theresa Cherniak
Subject: [External sender]2024 UGR Testimony - Washington County Board of Commissioners
Attachments: BCC - Urban Growth Report Comment Letter 07-16-24.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Urban Growth Management Team,

Please accept the attached letter from the Washington County Board of Commissioners into the public record for the 2024 Urban Growth Report.

Thank you,
Jessica

Jessica Pelz, AICP | Policy Analyst
Washington County Department of Land Use & Transportation
Office of the Director
[redacted] | Hillsboro, OR 97124
[redacted]

INFO: Washington County email address has changed from @co.washington.or.us to @washingtoncountyor.gov. Please update my contact information.

July 16, 2024

Metro Council
600 NE Grand Ave.
Portland, OR 97232

RE: Draft 2024 Urban Growth Report

Dear Chair Peterson and Metro Councilors,

Thank you for the opportunity to comment on the draft Urban Growth Report (UGR) and Sherwood West urban growth boundary (UGB) expansion proposal. The 2024 growth management decision is the blueprint for how Metro Council will lead the region in planning for future housing development and employment opportunities. We appreciate that these decisions are challenging and acknowledge there are trade-offs that must be carefully considered in this decision process.

Our Board strongly supports the City of Sherwood's application for expansion of the urban growth boundary to include the 1,291 acres within the Sherwood West urban reserve area. The city has demonstrated their readiness to serve the area with governance and infrastructure as required by Metro's Urban Growth Management Functional Plan. The City's plan envisions that up to 5,582 housing units and 4,524 jobs could be accommodated in the expansion area. As we are all grappling with ways to produce more housing in the region and across the state, adding this land to our regional urban growth boundary makes sense. In addition, Sherwood has shown that the proposed Sherwood West employment area has the site suitability characteristics to attract more of the types of industry that Sherwood has successfully recruited to the city in recent years. Even though this is a regional urban growth boundary expansion decision using regional analysis, place matters in this consideration. Sherwood has demonstrated that they are a place where people want to both work and live.

We also encourage Metro Council to strongly consider selecting the high growth rate for both population and employment. The selected growth rates guide regional policy and funding decisions around housing, employment land and supporting infrastructure. Choosing low growth rates could artificially constrain our ability to plan for or make decisions to support the development of badly needed housing of all types, or further constrain opportunities to grow our region's traded-sector employment, which provides living wage jobs for thousands of our community members.

Board of County Commissioners
[redacted] Hillsboro, OR 97124-3072
[redacted]

Thank you for your consideration. We look forward to continued partnership with Metro in planning to accommodate future growth to keep our region a thriving and great place to live.

Sincerely,



Chair Kathryn Harrington
On behalf of Washington County Board of Commissioners

Cc: Board of County Commissioners
Sherwood City Council
Stephen Roberts, Director of Land Use & Transportation, Washington County
Catherine Ciarlo, Director of Planning, Development and Research, Metro

Board of County Commissioners
[redacted], Hillsboro, OR 97124-3072
[redacted]

Miriam Hanes

From: Brandi Hendryx <[redacted]>
Sent: Thursday, August 22, 2024 6:32 PM
To: Metro 2040; Marissa Madrigal; Lynn Peterson; Gerritt Rosenthal; Ashton Simpson; Mary Nolan; Christine Lewis; Juan Carlos Gonzalez; Duncan Hwang; [redacted]
Cc: [redacted]
Subject: [External sender]2024 Sherwood West Urban Growth Boundary Expansion Proposal - Opposition

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

To whom it may concern,
As long time residents (since 1997) and taxpayers of Sherwood, we strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. We stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Brandi & Tony Hendryx
[redacted]

My name is Julie Horowitz.

My family and our family farm is on the edge of the UGB expansion area. We've lived here 25 years.

I am a supporter of the West of Sherwood Farm Alliance.

The Mayor of Sherwood and Planning Director have testified publicly that what will be built in the Sherwood UGB expansion area will be market-rate housing, not affordable housing.

According to Redfin the average rent in Sherwood is $2,704 per month.

That is $700 more per month than in Beaverton, $900 more per month compared to Portland and $1,000 more per month than in Gresham.

If you assume a household is willing - or forced - to pay 30% of its pre-tax income on rent in Sherwood, they will need to earn $108,000 per year to afford that rent.

No teacher in Sherwood schools, even one with a master's degree and many years of experience, can afford that rent. No one working in the proposed "hospitality commercial" area in the Concept Plan would even dream of renting in Sherwood.

The average home price in Sherwood, according to Zillow, is about $650,000.

A family would need a household income of about $172,000 to buy that housing, assuming they had saved $130,000 for the downpayment and could get a 6.5% interest rate. And they would still be paying 30% of their pre-tax income for their home.

The idea that adding land for housing in Sherwood will contribute to the supply of affordable housing in the region is ridiculous. Ridiculous.

If MPAC is really interested in UGB expansions that might, *might*, contribute to the supply of truly affordable housing, you should recommend that the Metro Council reject this proposal and instead wait to consider UGB expansion applications are made under Governor Kotek's Senate Bill 1537.

That bill will go into effect in January, a few weeks after Metro is scheduled to make its decision on the Sherwood luxury housing proposal.
****

Julie Horowitz

Miriam Hanes

From: Julie Horowitz [redacted]
Sent: Wednesday, August 21, 2024 5:15 PM
To: Metro 2040; Sherwood Farm Alliance
Subject: [External sender]2024 Sherwood West Urban Growth Boundary Expansion Proposal

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To Whom it May Concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Julie Horowitz

Miriam Hanes

From: Jim Huston [redacted]
Sent: Thursday, August 15, 2024 5:06 PM
To: Metro 2040
Cc: Jan Huston; [redacted]
Subject: [External sender]We Say NO to the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

We Say NO to the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary
[redacted]

To whom it may concern:

As residents and taxpayers of Sherwood, we strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes.

The proposed expansion is unnecessary because:

- Metro's own projections from 2022 forecast only 3% growth for Sherwood in coming decades.
- Sherwood has sufficient land already to support additional housing and economic development - if developed wisely. The desires of Sherwood City to expand its tax base and of developers to gain additional lands for development are not adequate justification for the proposed expansion.
- Minimal support from the local community. In a 2021 poll, 84% of Sherwood residents opposed the UGB expansion in and around Sherwood.
- There are currently large areas of undeveloped land that have been brought inside the UGB in the last 20 years. According to projections, there is sufficient industrial land within the current boundary for the next 20 years. This proposed expansion (or a modified version) can be revisited in 10-12 years, but at this time it is completely unnecessary.

We stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community. Senate Bill 100 as enacted in 1973 was done specifically to prevent the kind of development that this proposed expansion clearly is - driven by private interests and profits rather than the public interest.

Sincerely,

Jim and Jan Huston
[redacted] Sherwood OR

Miriam Hanes

From: Eric Rutledge <[redacted]>
Sent: Friday, August 2, 2024 12:16 PM
To: Miriam Hanes
Cc: Molly Cooney-Mesker; Eryn Kehe
Subject: [External sender]Fwd: Sherwood West UGB Expansion Support

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Wanted to make sure this made it to you.

Thanks!

Eric Rutledge
City of Sherwood
Community Development Director
[redacted]
Desk [redacted]
Work Cell [redacted]

From: Troy Kazebee [redacted]
Sent: Sunday, July 14, 2024 5:17:14 PM
To: [redacted]>
Cc: [redacted] <[redacted]>; [redacted] >; [redacted] Tim Rosener [redacted]
Subject: Sherwood West UGB Expansion Support

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Dear Mr. Rosenthal,

I am Troy Kazebee, and together with my wife Kendra, we are the owners of the property at 19300 SW Edy Rd in Sherwood. We strongly endorse the Urban Growth Boundary expansion proposed for Sherwood West.

For the past 22 years, we have proudly called Sherwood our home, raising our four children and residing in various neighborhoods within the city. As our family grew, Sherwood provided the housing options we needed, with connected neighborhoods and walking paths that have fostered a unique community atmosphere.

Throughout this time, we have actively participated in and contributed to the Sherwood West Planning process over the last decade. The proposed plan, encompassing 1,291 acres, addresses both Sherwood's and Metro's housing and employment land shortages. It builds upon

Sherwood's established character with connected neighborhoods, walking paths, and parks, elements that have kept us committed to this community.

Recently, we have been approached by the West of Sherwood Farm Alliance urging us to oppose the UGB expansion. Their involvement at this late stage is concerning given their absence from earlier planning discussions. However, having closely followed and studied the proposal over the years, and recognizing the housing and employment land shortages faced by Metro, we firmly believe it aligns with the future needs of Sherwood and Metro.

Therefore, we wholeheartedly support the City of Sherwood's request for a 1,291-acre UGB expansion.

Thank you for your time and consideration. If you have any questions, please reach out.

Sincerely,

Troy and Kendra Kazebee

[redacted]

[redacted]

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HOME BUILDING ASSOCIATION
OF GREATER PORTLAND

August 22nd, 2024

Marissa Madrigal, COO
Metro
600 NE Grand Ave.
Portland, OR 97232

Cc:
President Lynn Peterson
Councilor Ashton Simpson
Councilor Christine Lewis
Councilor Duncan Hwang
Councilor Gerritt Rosenthal
Councilor Juan Carlos Gonzalez
Councilor Mary Nolan

RE: Metro's 2024 Urban Growth Report and Sherwood's Urban Growth Boundary Expansion Request

Dear Ms. Madrigal,

My name is Preston Korst and I'm the Director of Government Affairs at the Home Building Association of Greater Portland. HBA is dedicated to maximizing housing choice for all who reside in our region by shaping an environment in which industry professionals can meet the diverse needs of all communities.

I'd like to start off by personally thanking you and the rest of Metro's planning staff, including Katherine Ciarlo, Eryn Kehe, Ted Reid, Malu Wilkinson (and many more) for hosting and facilitating the Urban Growth Report Stakeholder Roundtable. This broad and diverse group of interested parties met for two hours monthly for nearly a year to discuss and debate the central tenants of the Urban Growth Report (UGR) and the impacts it will have on our region. As HBA's representative in that group, I can say that it provided much needed dialogue and reflection space for us to discuss how we as a region wish to grow. Your willingness to provide that opportunity is greatly appreciated.

In this letter, we hope to outline our industry's perspective on the 2024 Draft UGR and to provide our unequivocal support for the City of Sherwood's Urban Growth Boundary (UGB) expansion request.

For housing affordability and the overall health of our economy, HBA and many others in the housing industry urge your COO Recommendation and Metro Council to take a high-growth position when evaluating our region's land supply and housing needs in this UGR and move to approve Sherwood's UGB request without conditions.

Consider for a moment the exorbitant costs to purchase a home in our region. According to Zillow, the median home sale price in June was $521,133 (Multnomah County), $579,979 (Washington County), and

$631,000 (Clackamas County). Staggering as these figures are, they come as no surprise given that Oregon is staring down a housing deficit of 140,000 units. And if our goal is to advance economic justice and racial equity, then we must reverse these trends in a way that builds wealth and increases homeownership opportunities for more families who've traditionally been locked out of the homebuying market. In other words, WE ARE IN A HOUSING CRISIS.

- -

UGR Question #1: Which population and growth projections should Council make?

With the UGR, we believe that the focal and starting point rests primarily on the population and growth scenarios presented in the report. While the draft contains a lot to applaud—including acknowledgements of an existing regional housing shortage, changing housing choices due to the pandemic, and the creation of newly allowed middle housing options—it still includes elements that are concerning for our industry.

For one, the report concludes that regional population growth is slowing because birthrates are dropping (which of course is an established national trend). This means that in-migrating residents will be the primary driver of our population growth, as it has been in recent years. This analysis makes sense. However, the report erroneously assumes that, "Slowing population growth also means slower job growth." We respectfully disagree.

Though we concur that we can't necessarily change what the data tells us, we *can* choose policies that will bend the precision of that data towards a stronger economic future. In other words, if we use this growth report to prepare for strong economic and housing growth, we believe that in-migration will adapt towards a higher-opportunity future—if you build it, they will come. On the flipside, if we plan for anemic growth and limit our ability to adapt to the market, we'll just be realizing our own economic stagnation. In either case, it's a self-fulfilling prophesy.

UGR Recommendation #1: assume and position the report with the high-growth population scenario.

We feel that Metro would not only be wise, but would be making the most responsible public-policy decision to plan for growth, despite what projections may or may not suggest. Preparing with an attitude of a high-growth scenario provides Metro and local jurisdictions with more flexibility to plan for the future that will avoid future housing crises and economic stagnation. As we hear often from planners: *failing to plan is planning to fail*.

- -

UGR Question #2: How should Council approach housing need and development scenarios?

To start, we want to acknowledge the fact that Metro staff included in this report an existing housing shortage of 23,700 units. While many in the housing industry would argue (with additional sources) that number is considerably low, it is still an important indication of how serious our housing crisis is to Metro. Moving on from there, we appreciate the difficult work that went into calculating our housing needs over the next 20 years. And we believe it would be misleading, if not negligent, to suggest that our region's housing needs are anything except *high*. Therefore, **we urge Metro to adopt the high-forecast housing need of at least 203,200 units over the next 20 years**. This reflects a greater sense of reality than the baseline or low-point figures hold.

Additionally, in the report, Metro also makes assumptions about not only the rate of our growth, but also *how we will and should grow*. Found on pages 38-39, the report contains several assumptions for development potentials using "illustrative demand and capacity scenarios." While we aren't exactly sure which data these trends were founded upon, we do feel that they all but marginalizes and unduly prevents the construction of new, single-family homes for residents. It assumes, either through economic reality or lifestyle choices, that our region's historically strong demand for homeownership isn't a viable scenario going forward. Again, we disagree.

And importantly, just after the limited scenarios are presented, the report goes on to say that "…it will be the market, not Metro's UGR calculations, that determine what mix of middle housing and single-unit detached housing gets built…" Yet, in the way that the housing needs scenarios are presented, Metro is essentially asking its Council to do just that by attaching to their decision a condition and outcome which will essentially select which types of housing should get built. Housing construction is a market-driven industry, with the overwhelming majority being built by private developers. We believe that it is not within Metro's power or provision to attempt to guide the mix of housing the market will bear, least of all with just four narrow scenarios.

UGR Recommendation #2: Metro should adopt a high-forecast housing need. Also, it should reject the growth scenarios presented in the UGR or establish an additional scenario that creates flexibility for the housing market to adapt to the demand of consumers.

A high need scenario reflects the reality on the ground and will allow policymakers across the region take actions that will address the high cost of housing in their communities. Also, we believe that the forecasted development scenarios have been created despite the fact that nearly 4 out of 5 Oregonian's still prefer to live in a single-family home versus other housing types. And it fails to recognize the power that public-policymaking has on the creation of new housing, which could make single-family entry-level homes more affordable. Lastly, it ignores the fact that the vast majority of homeownership opportunities lie in the single-family market. We believe that Metro should consider that our region's collective desire to foster equity and economic justice will rely on the unique wealth and community-building opportunities that arise with homeownership.

City of Sherwood UGB Expansion Request

This year, the City of Sherwood is the only city requesting a UGB expansion—and we believe that it would have a tremendous impact on our region, in the form of 4,500 good-paying jobs, roughly 5,000 new homes, and the creation of hundreds of acres of parks and natural areas.

For almost two years, I had the pleasure of sitting on the Sherwood West Technical Advisory Committee which helped shape the concept planning for the area. I can say without reservation that the plan brought forward by staff, regional stakeholders, and community members has been careful, conscientious, and equitable. **We applaud the delivered outcome and encourage Metro to move forward with an approval that encompasses the entirety of the 1,291 acres as requested, *without conditions.***

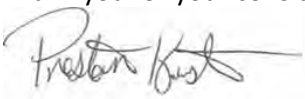
As Metro knows well, bringing new lands into the UGB requires focused planning, financing for infrastructure, and a building environment that can support growth. Fortunately, Sherwood is primed for just that. Over the last several years, the city has undergone extensive public engagement to develop a plan that is innovative, forward-thinking, and contains a variety of tools that will create complete and livable communities. However, adding conditions as suggested in a recent Council Session, could be

detrimental to that extensive outreach. There are serious political costs to adding conditions, not to mention the hundreds of thousands of dollars in grants and general fund dollars would be jeopardized if onerous restrictions are placed on this community-led design.

Given the continued severity of our region's housing crisis, mixed with the budding opportunities to capitalize on historic investments for local economic development—HBA and our partners in the housing sector view this request as a great example of a planning process that will bear fruit for generations. It will help empower our region to reach its housing production goals while creating an indispensable lifeline to a struggling local economy. For affordability and the overall supply of housing, the Sherwood West proposal is an undeniably smart plan that deserves the community's support and Council's unanimous vote.

In closing, we would like to thank Metro staff and Council for the dedicated service they offer to our communities. From long-range planning to affordable housing development, the work you do is not easy and the stakeholder groups you engage are broad and not always agreeable. We appreciate the efforts taken to develop the 2024 Draft UGR and to review Sherwood's 2024 UGB Expansion. And we implore you to consider the serious housing crisis we are facing when making your ultimate recommendations and decisions.

Thank you for your consideration of our testimony,



Preston Korst
Director of Public Policy and Government Affairs
Home Building Association of Greater Portland

Miriam Hanes

From: Preston Korst <[redacted]>
Sent: Thursday, August 22, 2024 3:45 PM
To: Metro 2040; Marissa Madrigal
Cc: Lynn Peterson; Ashton Simpson; Christine Lewis; Duncan Hwang; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan
Subject: [External sender]HBA Testimony: Draft UGR and Sherwood West UGB Request
Attachments: HBA Testimony, 2024 UGR and Sherwood West Expansion Request (8-22-2024).pdf

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Good afternoon Metro leaders!

Please find attached to this email the Home Building Association of Greater Portland's testimony for the 2024 Urban Growth Report and the Sherwood West Expansion Request. If you have any questions, please feel free to reach out directly by phone at [redacted]

Thank you so much.
Preston

Preston Korst
Director of Policy and Government Affairs
Home Building Association of Greater Portland
email: [redacted]
[redacted]

Miriam Hanes

From: Amelia Larkin <[redacted]>
Sent: Monday, August 5, 2024 4:54 PM
To: Metro 2040
Subject: [External sender]In Support of Sherwood West Expansion Plan

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Dear Metro Council,

I am writing in my support of the City of Sherwoods West Expansion Plan. Like many towns and cities Sherwood is experiencing a housing shortage, unlike many others Sherwood is uniquely situated to provide planned growth that will benefit the current and future residents of Sherwood. The community engagement and dedication of the local councils and committees ensures that the rich history and appeal of Sherwood is not lost to growth but rather enhanced and capitalized upon in a way that creates everlasting ties among residents new and old alike.

The passing of the West expansion is important because it satisfies all needs in protecting the land while providing opportunities and growth in a way that brings and keeps the best of Sherwood. True progress comes from building on the past with an eye to the future; holding tight to what once was will kill any economic and social prosperity that Sherwood is poised to take. It is up to us as stewards of the town we love to pass the expansion plan and do our best for future generations.

Sherwood is growing, whether people want it to or not but we have a chance to guide that growth in a way that benefits all. Please think of all residents when choosing to support and pass this plan and not only the few with the most.

Thank you,
Amelia Larkin

Miriam Hanes

From: Greg Manning <[redacted]>
Sent: Tuesday, July 30, 2024 3:04 PM
To: Metro 2040
Subject: [External sender]2024 Urban Growth Report Comment

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Dear Metro Council and Staff:

I urge you to support Sherwood's current request for a growth boundary expansion, having spoken with Sherwood officials and reviewed their conceptual planning for Sherwood West.

The lack of large employment sites is hampering our region's economic growth. The Portland MSA in recent months has posted the largest year-over-year job losses out of all 50 of the country's largest MSAs (nearly all metro areas gained jobs over this period). Sherwood will help provide those needed employment sites.

A wavering employment market also will worsen the housing affordability crisis we face in this region. The limited supply of land for residential development is another crucial affordability factor, by limiting new housing creation. Residential land availability and housing production were a focus of the last state legislative session due to widespead voter frustration over housing affordability in our region.

My experience as a development finance consultant, after many years of financing construction with area banks, has made clear to me the many problems that our limited land supply has caused.

Please consider the legislature's lead and support Sherwood's expansion effort.

Thank you for your consideration.

Greg Manning
[redacted]
Portland, OR 97219
[redacted]

Miriam Hanes

From: Connor Ayers
Sent: Tuesday, July 23, 2024 1:24 PM
To: Metro 2040; Georgia Langer
Cc: Ted Reid; Molly Cooney-Mesker; Laura Combs
Subject: RE: for council - FW: Draft 2024 Urban Growth Report - Public Comments - My Client David Marks

Thanks Miriam, I've shared this with the council.

Connor Ayers (he/they)
Legislative and Engagement Coordinator

Metro Council Office
600 NE Grand Avenue
Portland, OR 97232-2736
[redacted]
www.oregonmetro.gov

From: Metro 2040 <[redacted]>
Sent: Tuesday, July 23, 2024 1:12 PM
To: Connor Ayers <[redacted]>; Georgia Langer <[redacted]>
Cc: Ted Reid <[redacted]>; Molly Cooney-Mesker <[redacted]>; Laura Combs [redacted]
Subject: for council - FW: Draft 2024 Urban Growth Report - Public Comments - My Client David Marks

Hey team,

Some public comments re: UGR for council. I will send them confirmation of receipt.

Miriam Hanes | Metro | Program Assistant - Urban Policy & Development
My gender pronouns: she, they | Schedule: 8:30 a.m. to 5:00 p.m. Monday to Friday

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From: Mike Connors <[redacted]>
Sent: Tuesday, July 23, 2024 11:54 AM
To: Metro 2040 <[redacted]>
Subject: [External sender]Draft 2024 Urban Growth Report - Public Comments - My Client David Marks

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Urban Growth Management Team,

This firm represents David Marks, who owns property in the Stafford area that is part of Metro's urban reserves area. Mr. Marks is submitting the attached comments on Metro's draft 2024 Urban Growth Report for the Metro Council's consideration.

Please confirm receipt of our letter and let us know if you have any questions. Thanks, Mike

E. Michael Connors
Partner

Hathaway Larson LLP
[redacted]
Portland, OR 97209
[redacted]

Named as one of "America's Leading Lawyers for Business" (Oregon)
by *Chambers USA* in Real Estate: Zoning/Land Use (2009-2024)
Selected to "Oregon Super Lawyers" in Land Use/Zoning (2015-2024)
Selected to "Best Lawyers in America" in Land Use/Zoning Law



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Miriam Hanes

From: Mike Connors <[redacted]>
Sent: Tuesday, July 23, 2024 11:54 AM
To: Metro 2040
Subject: [External sender]Draft 2024 Urban Growth Report - Public Comments - My Client David Marks
Attachments: Metro Urban Growth Report 2024 Ltr (David Marks).pdf

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Urban Growth Management Team,

This firm represents David Marks, who owns property in the Stafford area that is part of Metro's urban reserves area. Mr. Marks is submitting the attached comments on Metro's draft 2024 Urban Growth Report for the Metro Council's consideration.

Please confirm receipt of our letter and let us know if you have any questions. Thanks, Mike

E. Michael Connors
Partner

Hathaway Larson LLP
[redacted]

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by *Chambers USA* in Real Estate: Zoning/Land Use (2009-2024)
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HATHAWAY LARSON
Koback · Connors · Heth

July 23, 2024

VIA EMAIL ([redacted]

Metro Council
Attn. Urban Growth Management Team
Metro Regional Center
600 NE Grand Ave.
Portland OR 97232

Re: Draft 2024 Urban Growth Report
Public Comments
My Client: David Marks

Dear President Peterson & Councilors:

This firm represents David Marks, who owns property in the Stafford area that is part of Metro's urban reserves area (the "Stafford Area"). Mr. Marks is submitting these comments on Metro's draft 2024 Urban Growth Report (the "Draft 2024 Report") for the Metro Council's consideration. As explained below, the Metro Council should reject the Draft 2024 Report because it is inconsistent with Goal 14, the implementing statutes and administrative rules, and the Court of Appeals' recent decision in *Marks v. LCDC*, 327 Or App 708, 536 P3d 995 (2023) ("*Marks*").

A. Introduction

In 2020, Mr. Marks filed a petition for enforcement with the Land Conservation and Development Commission ("LCDC") seeking to nullify and/or modify the five and three-party intergovernmental agreements ("IGAs") between Metro, Clackamas County, and the Cities of Lake Oswego, West Linn and Tualatin (the "Cities") that controls the future development of Stafford Area. Mr. Marks filed the petition for enforcement because Metro abdicated its regional planning authority over the Stafford Area by granting the Cities complete control over the timing of the expansion of the Urban Growth Boundary (the "UGB") into this area. Given the Cities' decades-long opposition to the urbanization of the Stafford Area, the IGAs will obstruct the State and regional efforts to increase the housing supply and address the regional housing crises.

In 2022, the Oregon Court of Appeals reversed LCDC and remanded the petition for enforcement matter to require LCDC to determine if the IGAs violate the regional framework plan and implementing goals, statutes and administrative rules. *Marks*, 327 Or App at 738. Although the

E. Michael Connors
[redacted]
Portland, OR 97209
[redacted]

Court did not resolve the merits of the petition for enforcement, the Court reiterated prior caselaw recognizing Metro's responsibility to implement a regional strategy for the metropolitan UGB as opposed to an ad hoc approach led by the metropolitan cities. The Court stated that Goal 14 and the implementing statutes and administrative rules require Metro to determine the 20-year regional housing needs and identify the best location to expand the UGB to satisfy those housing needs, not the metropolitan cities.

The Draft 2024 Report is yet another instance of Metro abdicated its regional planning authority and granting the metropolitan cities control over the timing and location of the UGB expansion. Instead of Metro determining the 20-year housing needs for the region and evaluating the urban reserve locations suited to accommodate those needs, the Draft 2024 Report confers that authority to the metropolitan cities. Metro is restricting its growth analysis to the City of Sherwood's limited proposal solely because Sherwood is the only city that requested a UGB expansion. The Draft 2024 Report takes this limited approach even though the 20-year housing needs analysis identified a need for significantly more housing units than Sherwood is proposing. This ad hoc, bottom-up type of approach to the Metro regional UGB is the opposite of what the Oregon legislature intended and is inconsistent with Goal 14 and the recent *Marks* decision.

B. Metro is required to determine the need and location for UGB expansions consistent with Goal 14 and the implementing statutes and administrative rules.

Metro is responsible for coordinating land use planning in the tri-county region consisting of Clackamas, Multnomah and Washington County. ORS 195.025; ORS 268.380(1)(c); ORS 268.385. One of Metro's primary responsibilities is the adoption and management of the regional UGB to ensure that the metropolitan regional housing and employment needs can be met. ORS 268.380-268.390; *Marks*, 327 Or App at 712-13; *Sensible Transportation v. Metro. Service Dist.*, 100 Or App 564, 567, 787 P2d 498, *rev. den.*, 310 Or. 70, 792 P2d 104 (1990). The Court of Appeals has repeatedly stated that in assigning Metro the responsibility for justifying, adopting, and securing acknowledgment of the metropolitan area UGB, the Oregon Legislative Assembly "presumably determined adoption and administration of the metropolitan area UGB required Metro's unique regional perspective, rather than leaving adoption and administration of the UGB to the large number of cities and counties making up the metropolitan area." *Marks*, 327 Or App at 712-713; *Sensible Transportation*, 100 Or App at 567. (Emphasis added).

As part of its UGB-related responsibilities, Metro is required to conduct a review of the metropolitan area UGB every six years to ensure that it continues to maintain a 20-year supply of urbanizable land within the UGB. ORS 197.299. With respect to housing, Metro must demonstrate that its regional plan has "sufficient buildable lands within the urban growth boundary . . . to accommodate estimated housing needs for 20 years." ORS 197.296(2). Metro's needs analysis must be supported by substantial evidence. *City of West Linn v. LCDC*, 201 Or App 419, 440, 119 P3d 285 (2005). If Metro determines that the land supply is inadequate, it must expand the UGB or take other measures to ensure that the identified need can be accommodated. ORS 197.296(6); ORS 197.299(2); *Marks*, 327 Or App at 713.

In considering where to expand the UGB, Metro's analysis must comply with Goal 14, which includes four "boundary location" factors that Metro must consider when determining which urban

reserve land to add to the UGB. Goal 14; *Marks*, 327 Or App at 713. The four boundary location factors are "(1) [e]fficient accommodation of identified land needs; (2) [o]rderly and economic provision of public facilities and services; (3) [c]omparative environmental, energy, economic and social consequences; and (4) [c]ompatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB." *Id.* A decision to add land to the UGB must compare alternative areas based on a balancing of all these factors, rather than reliance on any one factor. *Citizens Against Irresponsible Growth v. Metro*, 179 Or App 12, 17, 38 P3d 956 (2002); *1000 Friends of Or. v. Metro*, 174 Or App 406, 409–410, 26 P3d 151 (2001); *D.S. Parklane Dev., Inc. v. Metro*, 165 Or App 1, 25, 994 P2d 1205 (2000).

C. The Draft 2024 Report is inconsistent with Goal 14, the implementing statutes and administrative rules, and *Marks*.

The Draft 2024 Report has multiple problems that should concern the Metro Council. The Draft 2024 Report does not explain how Metro is going to satisfy the housing needs over the 20-year period and does not even acknowledge the Goal 14 boundary location requirements or attempt to comply with these requirements. The Draft 2024 Report appears to be designed primarily to justify Metro's policy of limiting its consideration of UGB expansion areas to Sherwood's request since it was the only city to request an expansion. As explained below, the Draft 2024 Report is inconsistent with Goal 14, the implementing statutes and administrative rules, and *Marks* in several respects.

The Draft 2024 Report does not contain any meaningful recommendations or indication of what Metro's chief operating officer and staff may ultimately recommend the Metro Council adopt for its final decision. While we understand this public comment period is designed in part to provide Metro's chief operating officer and staff additional public input to help inform their recommendations, the Draft 2024 Report is so general and ambiguous that it makes it extremely difficult to provide meaningful input and comments. The Draft 2024 Report contains a wide variety of scenarios that lead to very different results, but it lacks any indication of which scenarios are more likely or how the Metro Council should factor in these varying scenarios to its decision. If Metro is truly seeking meaningful public input, requesting that the public comment on such an amorphous and non-committal report is not very helpful or productive.

The Draft 2024 Report failed to acknowledge there is a need for significant new housing in the Metro UGB to satisfy the 20-year housing needs of the region. Currently, there is an existing need for 23,700 additional housing units in the Metro region based on Econorthwest's Existing Housing Needs Report. Draft 2024 Report, Appendix 8A. The Draft 2024 Report notes there is also a need for a significant number of new housing units to address the future growth needs, ranging from 179,500 units under the high growth model, 149,500 under the baseline growth model and 119,600 under the low growth model. In total, this data demonstrates that there is a need for 143,300 to 203,200 new housing units in the Metro UGB to satisfy the 20-year needs of the region.

Instead of acknowledging this need for a significant amount of new housing units to satisfy the 20-year needs of the region, the Draft 2024 Report suggests that the Metro Council has wide "latitude to determine <u>whether</u> additional housing capacity is needed to accommodate potential household growth." Draft 2024 Report, p.37. (Emphasis added). The sole basis for this alleged latitude is the

"uncertainty" in predicting future trends. Draft 2024 Report, p.37-38. The uncertainty in predicting future trends cannot be used as a basis for ignoring the actual data and analysis because Metro's entire process of evaluating the needs of the region for the next 20 years is inherently uncertain. If the mere uncertainty in predicting future trends was sufficient to override the actual data and analysis, there would be no reason to do a detailed analysis of the housing needs in the first place. The Draft 2024 Report appears to be an outcome driven analysis designed to grant the Metro Council maximum latitude and discretion to decide whatever it wants, rather than an evidentiary based decision. Metro's needs analysis must be supported by substantial evidence, not an outcome driven approach designed to provide maximum decision-making discretion. *City of West Linn v. LCDC,* 201 Or App at 440.

The Draft 2024 Report failed to acknowledge that the Sherwood West urban reserve area proposal, the only UGB expansion option identified in the report, is woefully insufficient to satisfy the 20-year housing needs of the region. The Sherwood West proposal will only provide 3,120 to 5,580 new housing units, which will barely put a dent in the 143,300 to 203,200 new housing units needed to satisfy the 20-year needs of the region. By limiting its consideration of UGB expansion options to the Sherwood West proposal, Metro has made it impossible to satisfy the 20-year housing needs of the region.

The Draft 2024 Report does not comply with the Goal 14 boundary location factors. The report doesn't even mention the Goal 14 boundary location factors, let alone address them. Nor could the Draft 2024 Report comply with the Goal 14 boundary location factors because Metro refused to consider any urban reserve areas unless a city proposes an UGB expansion and provides a concept plan. Given that Sherwood was the only city to submit a UGB expansion proposal, Metro's policy of requiring a concept plan as a prerequisite to UGB expansion precludes consideration of any other areas in the Metro region. As a result, the Draft 2024 Report clearly does not identify where the additional housing is most needed as required by Goal 14.

Metro's "policy" of requiring a concept plan from the city before it will consider adding urban reserve land to the UGB is itself inconsistent with Goal 14 and the implementing statutes and administrative rules. Metro's decision to add land to the UGB must compare alternative areas based on a balancing of all the Goal 14 boundary line factors and cannot rely solely on any one factor. *Citizens Against Irresponsible Growth v. Metro*, 179 Or App at 17; *1000 Friends of Or. v. Metro*, 174 Or App at 409–410; *D.S. Parklane Dev., Inc. v. Metro*, 165 Or App at 25. Moreover, Goal 14, the statutes and the administrative rules do not even reference a "concept plan," and they certainly do not require a concept plan as a prerequisite to inclusion in the UGB. Metro's policy for requiring a concept plan as a prerequisite for inclusion in the UGB is based solely on the Metro Code ("MC"), but the Metro Code cannot override the requirements under Goal 14, the statutes and the administrative rules.

As the Court acknowledged in *Marks*, LCDC and the Department of Land Conservation and Development ("DLCD") have both determined that Metro cannot avoid the Goal 14 requirement to study all urban reserve lands for inclusion in the UGB based solely on the lack of a concept plan. *Marks*, 327 Or App at 715-716. If Metro identifies a need for additional land in the UGB to accommodate the regional need for housing and employment, Metro must determine which land to add by evaluating alternative urban growth boundary locations consistent with the boundary

location factors of Goal 14. OAR 660-024-0060(1); *Marks*, 327 Or App at 725. Metro must consider and balance the boundary location factors of Goal 14 for all of the urban reserves areas and determine the UGB boundary location based on all the relevant factors. OAR 660-024-0060(3). Metro cannot use the concept plan requirement in MC 3.07.1110 to avoid the Goal 14 requirement that it study all urban reserve lands for possible inclusion in the Metro UGB. *Marks*, 327 Or App at 737.

Moreover, even the Metro Code does not support such a carte blanche policy. MC 3.07.1425 sets forth "factors and criteria for amendment of the UGB," only one of which includes "whether the area has been concept planned." MC 3.07.1425(c) & (d). MC 3.07.1110(a) provides that concept plans are generally required before land is added to the UGB, but it does not limit Metro's six-year review of the UGB to areas that have a concept plan. Additionally, MC 3.07.1110(e) provides an exception to the general requirement that concept planning occur before land is added to the UGB.

Metro's policy is not only inconsistent with State law, but it based on a unique situation that should not be driving Metro's approach to UGB expansions. Metro added the concept planning requirement due to the UGB expansion in 2002, which included 12,000 acres in the Damascus area that largely failed to urbanize after the decades long legal battle that ultimately led to the City of Damascus disincorporating. But that situation was highly unusual and the reasons why that area has not been urbanized are unique to that situation. The local residents' unusual decision to incorporate Damascus in 2004 to control the development of this urban area, and the subsequent disincorporation after years of political infighting and litigation, that was the reason this area did not get developed. It was certainly not the mere lack of a concept plan.

Had Metro considered other urban reserve areas for possible inclusion in the UGB as required by Goal 14, it would conclude that there are other areas that clearly have a need for additional urban lands. As an example, the City of Tualatin's 2019 Housing Needs Analysis concluded there is an existing lack of affordable housing and lack of capacity to accommodate certain other housing types. Tualatin is unable to accommodate these housing needs without a UGB expansion. Had Metro considered Tualatin's Housing Needs Analysis, it clearly would have concluded there is a specific need for additional urban lands in this location. By refusing to even consider other cities housing needs analysis or similar information, Metro is disregarding its responsibility to determine where the best locations for expanding the UGB in compliance with Goal 14.

D. Conclusion.

The Draft 2024 Report and Metro's whole approach to this six-year UGB expansion review has turned the process on its head. The Oregon legislature granted Metro the authority to administer the regional UGB because it "required Metro's unique regional perspective, rather than leaving adoption and administration of the UGB to the large number of cities and counties making up the metropolitan area." *Marks*, 327 Or App at 712-713. Goal 14 and the implementing statutes and administrative rules were designed to require Metro to determine the housing and employment needs in the region and the locations where those needs can be best served.

Metro's current approach is the opposite of that legislative directive and process. Now the cities dictate when and where the regional UGB expansions will occur. Even when the city proposals are

insufficient to satisfy the regional housing and employment needs, the Draft 2024 Report makes it clear that Metro will either ignore those needs or rely on the inherent uncertainty in predicting future trends as a basis for justifying a smaller UGB expansion. Metro is effectively abdicating its authority over UGB expansions to the cities in contravention of the legislature's intent.

Not only is Metro's approach to this UGB expansion process inconsistent with Goal 14 and the implementing statutes and administrative rules, but it will exacerbate the current housing crisis in the Metro region. As recognized in the Draft 2024 Report, the Metro region currently does not have a sufficient housing supply and many residents are priced out of the market. That trend will only worsen over time. Metro needs to provide leadership on this issue, comply with the required Goal 14 process and be willing to make the hard decisions necessary to address this difficult housing issue plaguing our region. The first step in doing so is to ensure the 2024 UGB expansion process follows the requirements of Goal 14 and the implementing statutes and administrative rules.

We appreciate your consideration of our comments and look forward to addressing this issue further with the Metro Council.

Very truly yours,

HATHAWAY LARSON LLP

/s/ E. Michael Connors

E. Michael Connors

EMC/ep

cc: David Marks

Miriam Hanes

From: Ted Reid
Sent: Friday, July 19, 2024 9:09 AM
To: Eric Rutledge; Eryn Kehe
Cc: Tim Rosener; Keith Mays; Miriam Hanes
Subject: RE: Sherwood West UGB Support

Hi Eric,
I'm forwarding this to Miriam who is maintaining the decision record.

Thanks,
Ted

From: Eric Rutledge <[redacted]
Sent: Friday, July 19, 2024 9:06 AM
To: Ted Reid <[redacted]; Eryn Kehe <[redacted]
Cc: Tim Rosener <[redacted]; Keith Mays <[redacted]
Subject: [External sender]Re: Sherwood West UGB Support

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Hi Ted and Eryn,

I talked with Diann this week and we weren't sure if this testimony needs to be resubmitted to be part of the UGB decision record?

There are a few other emails in support that came in before the UGR comment period formally opened.

Thank you!

Eric Rutledge
City of Sherwood
Community Development Director
[redacted]
Desk [redacted]
Work Cell [redacted]

From: Diann Matthews [redacted]
Sent: Tuesday, June 25, 2024 6:41 AM
To: [redacted] Tim Rosener [redacted]; Eric Rutledge <[redacted]; Keith Mays

[redacted]
Subject: Sherwood West UGB Support

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Dear Gerritt,

This is Diann Matthews. My sister, Marleen Mandel, and I own the property at 18550 SW Edy Road in Sherwood (approximately 60 acres at the southwest corner of Edy and Elwert Roads). We are writing to you **in support of the Urban Growth Boundary (UGB) expansion** request for Sherwood West.

Our family's roots run deep in Sherwood. Our father was raised on a farm directly across Elwert from ours, and the Mandel family has been in Sherwood for more than 100 years. The farm he grew up on is already in the UGB. It is the subdivision known as Mandel Farms and has nearly 90 homes. Our parents purchased our property in 1956 and we have continued to use it as a home and farm for nearly 70 years.

During our time here, we have seen many changes in the city during our time here, some good, some not so good. With the addition of the high school in Sherwood West, traffic and congestion have made it increasingly hard to maintain our property as a farm. I can attest that the City has attempted to meet the needs of the citizens and have a vision for the city that fits into the small community feel Sherwood has always had, but feel that now is the time for expansion.

In the past dozen years or so, I have been extensively involved in the Citizen's Advisory Committee. I sat on the citizens advisory committee in the first iteration back in 2012 and I have played an active supportive role in the current concept plan that just wrapped up prior to the City making an application this year to Metro. The city has spent a lot of thoughtful time making an appropriate plan to meet the City's current and future needs for housing, roads, infrastructure, schools, and parks.

Here are a few examples of the needs of the community and thus the reason for the ask from METRO for approximately 1300 acres: 1) lack for affordable housing in the area for all demographics, 2) job growth, which is a focus of the City Council and there is not any affordable housing for employees to live in the community, 3) more families increase school enrollment in the area and in the Sherwood High School which is located in the Sherwood West boundary, 4) the result of increased population will benefit the entire community in the tax base, 5) parks have been included into the plan to fit into the existing vision of the Sherwood community, 6) focus on sustainable employment beyond the existing service jobs, which will provide the community with a stronger revenue and services base, and lastly 7) Sherwood withdrew its request in 2018 for UGB expansion and the community has felt negative impact ever since.

There is a group called West of Sherwood Farm Alliance, existing of 2 wineries, Hawks View and Alloro, that are outside the growth boundary of Sherwood West and are encouraging folks to complain and cite reasons against Sherwood West UGB expansion request. Many of these folks have not been involved in the arduous process the city has gone through in the past 12 years which has resulted in the City's current request to Metro.

Thank you for your time and consideration in this important matter. Please know there are many of our neighbors in the Sherwood West Area who support the UGB expansion request and are hoping Metro will vote in support of the UGB expansion request of 1291 acres.

If you have any questions please feel free to reach out to me at either [redacted] or at [redacted].

Sincerely,

Diann Matthews and Marleen Mandel
--

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Miriam Hanes

From: [redacted]
Sent: Thursday, August 15, 2024 5:14 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Objection to Urban Growth Boundary Expansion

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To whom it may concern,

As a resident and taxpayer of Sherwood for the past 23 years, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Kelly Melillo

Kelly Melillo
Sent from my iPhone

Miriam Hanes

From: Meerta Meyer <[redacted]>
Sent: Friday, August 16, 2024 1:19 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]In Opposition to Sherwood West Concept Plan

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The Sherwood West Concept plan will increase traffic and congestion (causing significant delays for day to day travel *and* first responders), create more and more of a burden on our school system (larger classroom sizes, teacher impacts, and more), increase the need for infrastructure improvements (causing a greater tax burden on Sherwood), and generally, is **NOT** what Sherwood residents want.

As anticipated, we see negative impacts of the Brookman development (*which was voted down by the citizens of Sherwood THREE times yet pushed through anyway*). We were promised better walkability and a thoughtful new traffic pattern - most definitely, not the case. The surrounding area has become a 'freeway' and/or cut through for more and more traffic without sidewalks and is unsafe for anyone to walk, run, or play (which was one of its' very selling points).

While we appreciate the need for development and perhaps even the intention to grow thoughtfully - this plan doesn't meet the needs of the existing community. Please pause and get it right.

Meerta Meyer
[redacted]

Urban Growth Management Team
Metro
600 NE Grand Ave.
Portland, OR 97232

8/13/2024

Metro Urban Growth Management Team,

The City of Gresham appreciates the work of Metro staff and consultants over the past year to compile the draft Urban Growth Report. At this time Gresham would like to provide some comments regarding the draft report:

- A topic throughout the region this cycle has been the feasibility of industrially zoned lands. Gresham staff were informed that the Metro process considered slope as part of Sherwood's expansion proposal, which is commendable. Unfortunately, slope isn't reflected in the inventory of industrial land supply in a way that accurately reflects developable acreage. Large-lot development is widely seen as infeasible if slopes exceed 5%. Several of the region's large-lot tier 3 sites are within Gresham. One is an active gravel pit, and the others are within the Springwater area with slopes in excess of 7%.

- The UGR will be viewed statewide and can have far-reaching implications. We know funding is critical for tier 3 sites, especially large-lot sites to become shovel-ready. We need to ensure we get the industrial land supply right to effectively advocate for funding for these sites.

- The draft UGR discusses potential conditions that could be placed on a Sherwood expansion related to housing that could require a certain housing mix. Gresham would caution against overly prescriptive conditions of approval with the impending Oregon Housing Needs Analysis. It could be more appropriate to allow the OHNA housing needs allocation and Sherwood's translation of it into housing types, characteristics, and locations to help Sherwood formulate zoning and incentives for housing types within the expansion area.

We appreciate your consideration of Gresham's comments.

Sincerely,

Ashley Miller

E. Fitz

Ashley Miller
Community Development Director

Erika Fitzgerald
Interim Economic Development Director

Miriam Hanes

From: Jamie Monahan [redacted]
Sent: Thursday, August 15, 2024 10:35 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]2024 Sherwood West Concept Plan

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Jamie Monahan

Sent from my iPhone

Miriam Hanes

From: Julie Nader [redacted]
Sent: Wednesday, August 21, 2024 2:44 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Urban Growth Boundary

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Good Afternoon!

I am concerned about expanding the Urban Growth Boundary when there is space for more housing right now. I own a home in Sherwood (and thus pay taxes) and want you to reject the Expansion of the West Urban Growth Boundary by 1,291 acres!

Thanks for hearing my concern,
Julie

Julie Nader

Miriam Hanes

From: Eric Rutledge [redacted]
Sent: Friday, July 19, 2024 3:10 PM
To: Miriam Hanes
Cc: Ted Reid; Eryn Kehe
Subject: [External sender]FW: UGB-Expansion
Attachments: Sherwood UGB-#2.pdf

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Hi Miriam – some testimony for the urban growth decision. It looks like the Metro Council was copied but not staff. Wanted to make sure you received this.

Thanks,

Eric Rutledge
City of Sherwood
Community Development Director
[redacted]

From: LouAnn Nance <[redacted]>
Sent: Sunday, June 30, 2024 2:20 PM
To: [redacted]
Cc: [redacted] Eric Rutledge <[redacted]>; [redacted]; Keith Mays [redacted]
Subject: UGB-Expansion

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Sent from my iPad

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June 30, 2024

Gerritt Rosenthal
District 3 Councilor Metro
[redacted]

CC:
Marisa Madrigal
Chief Operating Officer
[redacted]
Eric Rutledge
Community Development Director
[redacted]
Lynn Peterson
President, Metro
[redacted]
Mary Nolan
District 5 Councilor Metro
[redacted]
Tim Rosener
Mayor, City of Sherwood
[redacted]
Keith Mays
Councilor, City of Sherwood
[redacted]

RE: UGB Expansion
Dear Gerritt:

My name is Lou Ann Nance, and my interest in the Sherwood UGB is based upon my family's property within the Sherwood West Neighborhood, which they have owned for nearly 40 years.

Our family has huge sentimental interest in the Sherwood Area, and desire for thoughtful development of the area that support s efficient use of the land that creates new jobs and affordable housing. It will also be necessary to create a tax base that sustains the infrastructure, and the new $247 million-dollar high school.

Your foresight into a healthy UGB Plan will ensure the prosperity of the City of Sherwood for many years to come. Thank You for your time and considerations in this important matter.

Sincerely

Lou Ann Ottoman Nance

August 15, 2024

Metro Council Chair Peterson and Members of the Metro Council,

Thank you for the opportunity to provide testimony on the draft Urban Growth Report (UGR) released in July. We appreciate the work and effort staff have dedicated to the implementation of the Urban Growth Report process. We are grateful for the opportunity to have representation on the Stakeholder Roundtable.

The Washington County Chamber of Commerce represents a broad spectrum of businesses and community stakeholders who are deeply invested in the future growth and prosperity of our region. After thorough discussion with our members, we have identified several areas of concern in the UGR as currently drafted. We respectfully submit the following feedback for your consideration.

1. Definition and Classification of "Buildable Land"

One of our primary concerns revolves around the definition and classification of "buildable land," particularly in the context of industrial land supply versus housing capacity. The current draft report appears to contain significant discrepancies between what is considered "developable" land and what Metro is counting as a surplus of buildable lands.

Analysis suggests there is an oversampling of small parcels, particularly those under 10 acres, which are generally not attractive to industrial or commercial investors. Additionally, we have identified issues with several large parcels, including eight 50-acre sites that appear to be either defunct rock quarries or sites with serious constraints, making them effectively undevelopable.

We urge Metro to revisit the criteria used to classify industrial land and to apply more stringent layers of analysis to ensure that the data reflects the true potential for industrial development. It is crucial that Metro's data accurately represents the realities on the ground to avoid misguiding policy decisions based on an overestimated supply of viable industrial land. If the criteria are embedded in State Land Use laws or constraints, we believe it is incumbent upon Metro to actively seek changes to State Laws or Statute.

2. Employment Lands and Viability

Regarding employment lands, we recommend that Metro Council discount approximately 1,300 acres of land with a slope grade above 7%, as this exceeds the industry standard for commercial and industrial development. We also ask that the Council consider the fact that the average lot size for employment lands is currently 3.8 acres, with a median site size of just 1.7 acres. These dimensions are often insufficient for the needs of modern commercial and industrial developments.

3. Senate Bill 4 Super-Siting and Employment Land Expansion

During the 2023 Legislative Session, Senate Bill 4 gave the Governor super-siting authority under the Oregon CHIPS legislation (SB4) passed last session. Should the Governor choose to exercise this authority, we strongly urge the Metro Council to view this as an additive measure rather than a replacement for any employment land expansion decisions as it was contemplated by Legislators. The super-siting authority is a valuable tool for specific projects but should not substitute the broader need for increasing our employment land base.

4. Housing Capacity and the Need for Realistic Projections

The draft UGR significantly underestimates the region's housing needs. According to a report by ECOnorthwest, the Portland Metro Region is already facing a shortage of 59,488 homes, in addition to 10,683 homes needed for houseless populations. Furthermore, the report projects that the region will need to produce 294,853 new housing units over the next 20 years—far exceeding Metro's calculated range of 143,300 to 203,200 units.

We strongly recommend that Metro Council incorporate this supplementary data into the UGR and consider its implications, particularly in the context of Sherwood's expansion plans. The current projections in the UGR do not align with the on-the-ground realities of our housing market. We also urge the Council to reject the limiting housing development scenarios presented on page 38 of the report. Instead, Metro should adopt a policy framework that acknowledges both the low capacity for housing development within the Urban Growth Boundary (UGB) and the urgent, high need for new housing production.

The current scenario, which suggests a surplus of 9,050 units, is misleading and risks leaving our region severely underprepared for future housing demands. The reality points to a potential deficit of 84,000 housing units inside the UGB, a gap that Metro must address to avoid exacerbating the existing housing crisis. We believe that planning for adequate housing will help to mitigate the escalating costs of housing.

5. Planning for Growth, Not Decline

Finally, we believe that it is far wiser to plan for growth and be overprepared than to anticipate decline and risk underproducing housing and jobs. The current UGR seems to prophesy a conservative growth outlook, which could lead to economic stagnation and increased pressure on housing markets. We urge Metro Council to adopt the "High" Population growth forecast in the UGR to provide greater flexibility to local jurisdictions in meeting their communities' needs.

This recommendation is not just a matter of optimism but of prudent public policy. By planning for high growth, Metro can ensure that our region is prepared to meet the demands of a growing population, thereby avoiding future crises related to housing shortages and economic underdevelopment.

6. Washington County Chamber Support for Sherwood's Expansion Application

In addition to the concerns outlined above, the Washington County Chamber of Commerce fully supports the City of Sherwood's expansion application as presented. We believe that the Sherwood West North District Mixed Employment Area (MEA) is critical for addressing the region's growing need for industrial land and housing. The inclusion of this area within the UGB will help meet the demands of a

robust and expanding industrial market, provide opportunities for job creation, and contribute to the overall economic growth of the region.

It is essential that the final decisions reflect the true needs and potential of our community, and we remain committed to ensuring that the voices of our members and stakeholders are heard throughout this process.

We appreciate the significant amount of work that Metro has put into the Urban Growth Report, but we believe that adjustments are necessary to reflect the true needs of our region. We urge the Metro Council to take these concerns into account and to revise the UGR accordingly. The Washington County Chamber of Commerce stands ready to collaborate with Metro and other stakeholders to ensure that our region's growth is sustainable, equitable, and prosperous.

Thank you for your consideration.

Sincerely,



Deanna Palm
President/CEO

Miriam Hanes

From: Deanna Palm <[redacted]>
Sent: Friday, August 16, 2024 5:34 PM
To: Metro 2040
Subject: [External sender]Washington County Chamber Testimony on Draft 2024 Urban Growth Report
Attachments: Testimony for Metro Council Re Draft Urban Growth Report.pdf

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Please find attached testimony from the Washington County Chamber of Commerce in reference to Metro's 2024 Draft Urban Growth Report. Please feel free to reach out to me if you have any questions or need any additional clarification on our comments. Thank you!

Deanna Palm
She, her, hers
President/CEO

WASHINGTON COUNTY CHAMBER of COMMERCE

Washington County Chamber of Commerce
Phone: [redacted]
Email: [redacted]
www.washingtoncountychamberor.com
[redacted] | Hillsboro, OR 97124

Miriam Hanes

From: [redacted]
Sent: Friday, July 19, 2024 8:46 AM
To: Metro 2040
Subject: [External sender]Please Vote NO on the Sherwood Urban Growth request

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear METRO Council,

Say NO to the Sherwood request to expand the UGB. Although METRO has previously said YES to all city proposed UGB expansion requests, you should say NO to the Sherwood request. Please stick with your charter! From your website "...Portland area leaders saw an unfulfilled need to provide regionwide planning and coordination to manage growth, infrastructure and development issues that cross jurisdictional boundaries. They also saw a need to protect farms and forests from urbanization and to provide services that are regional in nature."

The Sherwood proposal uses inaccurate population growth data. Read and listen to your own Expert Analysis reports. The minimal population growth will come only from net migration. The state is also looking at alternative scenarios. Read the "Zero Migration" report from the Oregon Office of Economic Analysis at Report: Zero Migration, a Demographic Alternative Scenario | Oregon Office of Economic Analysis (oregoneconomicanalysis.com)

Job estimates - simply a Field of Dreams estimate, if you build it they will come. But, they will not come from out of state, they will come from other parts of Metro. Everyone hopes they will get a microprocessor factory, but another Amazon warehouse employing robots is more likely.

New Housing – politically correct position, but simply wrong. This will not drive housing prices down. Does anyone really believe that this growth will help solve the homeless problem?

Infrastructure – We are taxed enough already, please STOP! The proposed roadway improvements are not nearly enough to move the increased amount of traffic.

This UGB expansion is NOT needed, it is wanted. It is backed primarily by the city government and developers. Why they support this UGB expansion is unclear, but there are clues when you look at the list of Supporters provided by Sherwood in the proposal, and by this statement made by Mayor Rosener at the last MPAC meeting. He said something to the effect... "We have speculators who have bought up the land or have options on those lands, to do land assembly. There is some grease on the wheels there."

Please stop the sprawl and protect farms! Support infill. Support real estate re-development to address the housing. Support re-purposing of unused office space resulting from folks working from home.

Thank you for your consideration,

Jo and Alan Pearson
[redacted]
Sherwood, OR 97140

Miriam Hanes

From: [redacted]
Sent: Sunday, August 18, 2024 6:29 PM
To: Metro 2040; Marissa Madrigal; Lynn Peterson; Gerritt Rosenthal
Cc: Sherwood Farm Alliance; [redacted] Al Pearson
Subject: [External sender]Please REJECT Sherwood's UGB Growth Request

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To whom it may concern,

We strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. METRO needs to execute on one of their primary purposes, and stop unnecessary urban sprawl.

NOT NEEDED
In 2022 Metro projected Sherwood would grow by a scant 3% over the coming decades. The Sherwood School District has forecasted enrollment for the new high school will begin to DECLINE in 2027. Sherwood has enough vacant land to accommodate new housing and jobs for years to come, when planned and developed wisely.

Metro's research concluded there is enough industrial land inside the existing Regional UGB for another 20 years. Metro's research on Residential land shows most land brought into the UGB in the last 20 years remains undeveloped.

FALSE PREMISES
Taxes will increase. I testified and asked for a Taxpayer Impact Statement, yet none is available to my knowledge. Residents should understand how Sherwood and its residents will pay for the new roads, sidewalks, water and sewer, and not just an "agreement" to figure it out later. Yes, the developers will pay for a portion of the initial infrastructure, but WE will be left with more financial obligations to pay for the operating and maintenance costs, even though we do NOT need the new land to keep pace with growth in Sherwood.

Trust in Leadership is rapidly eroding. Statements like "Developers and speculators have already bought land or rights...", "Wheels have been greased...", and then the Washington County testimony supporting Sherwood and stating something like "WE encourage METRO to adopt the high population estimate so they could get more funding..." This is astounding, but sadly not surprising, behind the scenes behavior.

NOT WANTED
84% of the people in Sherwood who participated in an online poll in 2021 OPPOSED the UGB expansion. If you actually read the verbatims in the Sherwood proposal, there is little support for this expansion by the residents.

We stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Alan and Jo Pearson

Miriam Hanes

From: Bridget Perkins [redacted]
Sent: Tuesday, August 20, 2024 8:29 PM
To: Metro 2040
Subject: [External sender]No to the boundary expansion

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To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres.

This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes.

I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Bridget Perkins

Miriam Hanes

From: Stu Peterson <[redacted]>
Sent: Sunday, July 21, 2024 8:19 PM
To: Metro 2040
Subject: [External sender]RE: Sherwood West Concept plan

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In reference to the above mentioned urban expansion I want to express my support for this planned expansion. There is an acute shortage of all types of developable land in the tri county area, but in particular Industrial property is lacking. AS a commercial real estate broker of 42 years focused in the Metro region but SW in particular, I have represented many of this submarkets largest employers. Lately I have seen a trend by some to relocate to other areas of the state, or out of state due to the lack of available land and/or facilities to house expansion. The housing shortage in the region is mentioned often in the press and is a focus of the state leadership, but the shortage of industrial land is more acute in our region is more acute, and in my opinion, more important. Our region cannot prosper without our industrial employers being retained and the shortage of industrial property in the metro region is causing out migration of these stalwarts of our business community.

Stu Peterson SIOR
Macadam Forbes
[redacted]
Lake Oswego OR 97035
[redacted]
Initial Agency Disclosure Packet

JOHN A. RANKIN, LLC.
Attorney/Consultant
[redacted]
Lake Oswego, Oregon 97035

Mailing Address:
[redacted]
Murrieta, California 92562
[redacted]
email: [redacted]

July 30, 2024

VIA EMAIL ONLY

Metro Council
c/o Ms. Marissa Madrigal
Chief Operating Officer
Metro Services District
600 NE Grand Ave
Portland, OR 97232
[redacted]

Re: Letter of Support For Metro Council's 2024 UGB Decision For Inclusion of the Sherwood West Concept Plan Area.

Dear Councilors Peterson, Simpson, Lewis, Rosenthal, Gonzalez, Nolan, and Hwang:

Please accept this letter as our second and supplemental official Letter of Support on behalf of those Sherwood West property owners, whom we currently represent and have represented in the past from the beginning of the Sherwood West planning process nearly ten years ago, requesting that your December 5, 2024 final decision approve the City of Sherwood's "Ask" to expand the Metro UGB to include the entire Sherwood West 1,291-acre Planning Area into the current Metro UGB boundary.

We respectfully submit this testimony on behalf of our current and former mostly very long term generational Sherwood farm and community family clients, Elanna Schlichting, manager of the Schlichting Family Century Farm LLC (owners of approximately 38 acres), Nancy Perkins and Kevin Sabbe, Trustees of the Sabbe Family Trust (owners of approximately 32 acres), and the Glen T. Wetzel Family (owners of approximately 0.46 acres), all located in the North District, as well as the Mandel Farms, LLC (owner of approximately 57 acres) and Prodigal Son LLC. (owner of approximately 20 acres) both located in the West District, all of

which represents approximately 147 acres or nearly 12% of total land located within Sherwood West.

From years of experience representing a number of Oregon cities in various capacities and being intimately involved in comprehensive and concept plan since the 1970's and 1980's, and based on recent review of Metro's Draft July 2024 Urban Growth Report ("UGR"), please see the following executive summary of our written and oral testimony to both the City of Sherwood over the years, our initial April 2024 letter to you, and our review of the UGR in light of recent promising trends on the horizon of our lives and our communities, locally and nationally, which ultimately argue in favor of and support for your affirmative decision to expand the Metro UGB to include the entire Sherwood West Concept Plan:

1. The City of Sherwood and the Sherwood Community has worked very hard for many years with the help of Metro Council Staff and thousands of hours of City and County officials and staffs, with the valuable input of countless community volunteers and consultants from the entire collection of interested parties and local and state agencies and the many vital NGOs, all of which have provided important and essential input to shape and create the unique Sherwood West Vision for the future of all of its existing and future residents and businesses.

2. Sherwood West is the first time the City and Community and all players has systematically and comprehensively supported and created a visionary UGB expansion of this scope, which will provide the road map forward beyond our current lifetimes.

3. Sherwood West is the first expansion request to incorporate many of the middle housing (and thus more affordable housing) options of the continuing local and statewide Smart Growth legacy.

4. Sherwood West:
    a. Protects and enhances the viable farm and forest lands surrounding Sherwood.
    b. Protects and enhances the existing special natural resources of the Area that are so important and beloved throughout our community and county and state.
    c. Encourages distinct and diverse middle housing types, in livable and walkable neighborhoods close to commercial areas as built environments centered around those existing natural resources.
    d. Helps address Sherwood's local housing crisis and particularly its need for affordable housing to meet its changing demographics.
    e. Provides a much-improved Jobs/Housing Balance centered in the North District Employment Area that will help ensure that Sherwood West's vision is economically sustainable into the future.
    f. Which Balance is specifically planned to attract advanced manufacturing and high-tech support services that by purposefully reducing the need for direct "major highway access" and reducing the number of trips and miles between home and work will further enhance Sherwood's collective goal to be as "carbon neutral" as possible.
    g. Provides affordable opportunities to more small women owned and BIPOC businesses in the North District and the planned commercial areas.

5. In recent "Ask" cycles, as Sherwood continued to refine its Sherwood West Plan, other communities within the Metro UGB and especially in the South and West Metro Areas

have been given significant UGB expansions into urban reserve areas which were comprehensively planned and are being and will be comprehensively developed for many years into the future. Sherwood needs and respectfully requests that same opportunity.

6. Nationally, despite what we thankfully are seeing "in the rear-view window":
    a. Inflation appears to be under control and been reduced significantly year over year confirming the "soft landing" we all hoped for, and
    b. The Federal Reserve is this week signally that its next interest rate reduction will occur in September 2024, as the recovery continues to trend upward.
    c. All of which will encourage a return to sustainable growth in all sectors and with Sherwood's current housing crisis and need for more employment land provides the support for your December decision to expand the UGB to include all of Sherwood West.

7. We continue to sincerely believe the best way to make certain a great Concept and Community Plan like Sherwood West truly succeeds is to make certain the entire Plan is fully implemented for the reasons given in our April 4, 2024 Letter of Support, including but not limited to:
    a. We need only look at the decades old and recent successful UGB expansions from Villebois in Wilsonville to River Terrace in Tigard and others in Hillsboro in West and Southwest Metro;
    b. Piecemeal or phased expansions always result in anomalies and subtle and not-so-subtle resulting amendments that blur a city's vision and frustrate the intended balancing of the complex inter-relationships of planning efforts and the natural and built environments; and
    c. The City and Community can then work on an "economies of scale" basis with all potential developers and affected agencies to ensure the City's Strategic Funding Program works most efficiently and effectively to realize the vision.

8. Sherwood has created a viable Sherwood West Final Infrastructure Strategy which will work to phase development and enhancement of the built and natural resources environments.

9. Significant interest in Sherwood West from quality members of the development community, both locally and nationally, has been generated, particularly in the industrial employment lands designated in the North Area in the last year, resulting our receipt of a purchase offer from a serious and respected national development company who has been active in the Portland Metro Area and Pacific Northwest for many years.

Again, thank you for the opportunity to present this final letter of support on behalf of all of us who live and/or work in the Sherwood and in the Sherwood West Planning Area.

We continue to look forward to your decision to expand Sherwood's UGB to include the entire Sherwood West Planning Area and give the City the ability to create and implement Sherwood West as a great addition to the City and the Sherwood Community as well as to the greater Portland Metro Area.

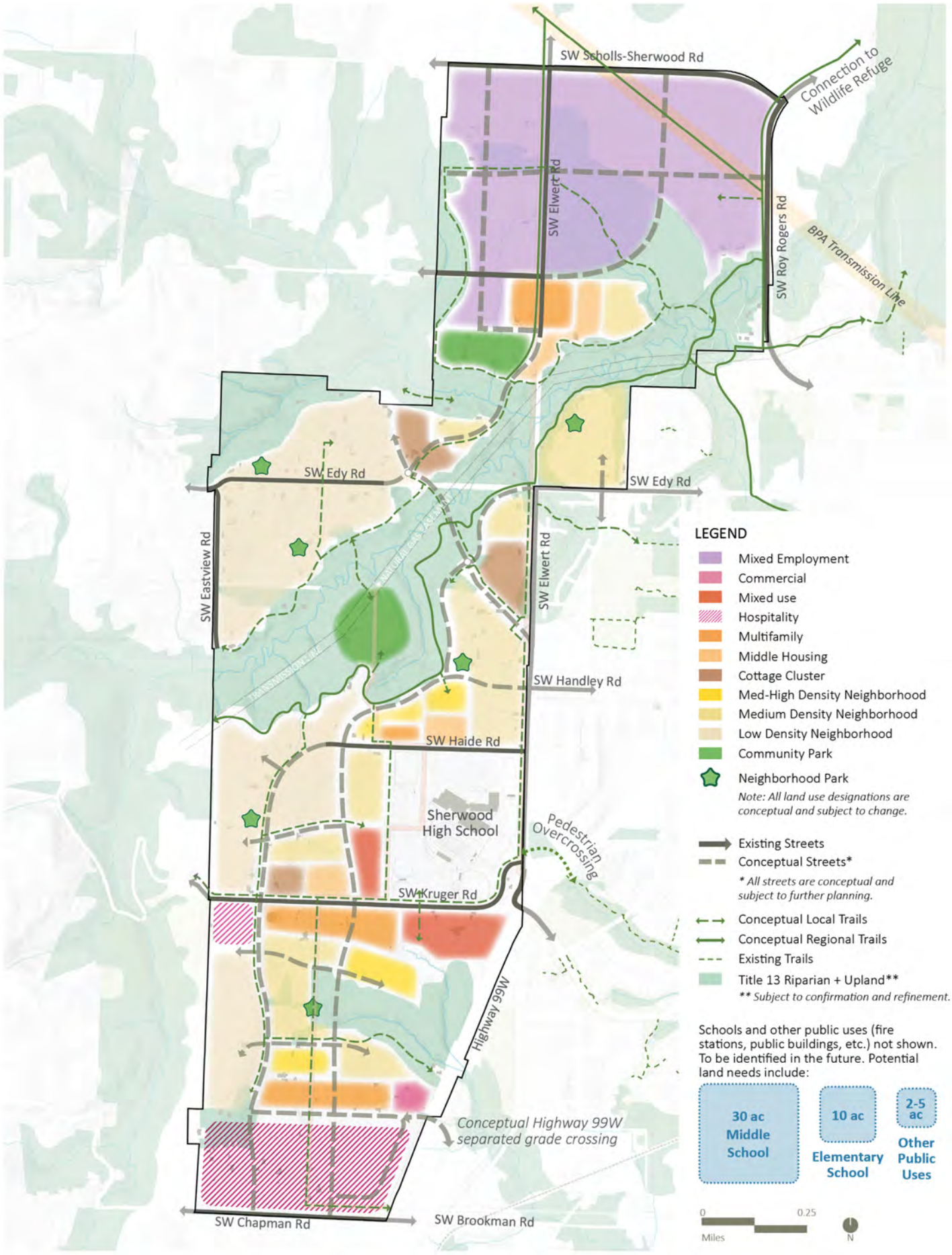
Finally, a profound thanks to you all and your staff's help and support of the City's long-term efforts to create the Sherwood West Plan.

Very truly yours,

John A. Rankin

JAR/bhs
Enc: Sherwood West Map
Pc: Gerritt Rosenthal, District 3 Councilor
Via email: [redacted]
Eric Rutledge
Community Development Director
Via email: [redacted]
Bruce Coleman
Economic Development Director
Via email: [redacted]
Clients and Former Clients via email

Figure 8. Composite Concept Plan Map



005120

Miriam Hanes

From: John Rankin [redacted]
Sent: Tuesday, July 30, 2024 9:32 AM
To: Marissa Madrigal
Cc: Metro 2040; Gerritt Rosenthal; Eric Rutledge; Bruce Coleman
Subject: [External sender]Public Written Testimony to Metro Council and Staff - Sherwood West Planning Area 2024 "Ask"!
Attachments: Public Written Testimony to Metro Council - Sherwood West Concept Plan 07302024.docx; Sherwood West Composite Concept Map 4-3-24.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Ms. Madrigal and Councilors Peterson, Simpson, Lewis, Rosenthal, Gonzalez, Nolan, and Hwang:

Please kindly accept our attached Public Written Testimony Letter regarding the City of Sherwood's 2024 "Ask" for the expansion of the Metro UGB to include the Sherwood West Planning Area.

If you have any other questions or comments or need additional help, please let me know. Thanks.

Best to you all and your families!

John
John A. Rankin LLC
Attorney at Law/Consultant
[redacted]
Lake Oswego, Oregon 97035

Mailing address:
John A. Rankin, LLC.
Attorney (Oregon)/Consultant
[redacted]
Murrieta, CA 92562-8712
[redacted]
Email: [redacted]

****

IMPORTANT NOTICE: This communication, including attachments, may contain confidential communications and/or privileged information. If you have received it in error, please delete it and notify me. Thank you.

Miriam Hanes

From: Terry R <[redacted]>
Sent: Saturday, August 17, 2024 7:57 AM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Sherwood UGB Expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely, Terry Repp

Miriam Hanes

From: Al Jeck [redacted]
Sent: Tuesday, July 23, 2024 3:36 PM
To: Metro 2040
Subject: [External sender]Letter to Metro Council; Urban Growth Report
Attachments: 2024-07-23 Letter of support to Metro KR.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Please see the attached letter of support for the Urban Growth Report and the Sherwood West UGB Expansion request. Thank you.

Al Jeck
Venture Properties, Inc.
[redacted]

VentureProperties
INCORPORATED

Creating Tomorrow's Communities Today

July 23, 2024

Council President Peterson and Metro Councilors
c/o [redacted]

Re: Draft Urban Growth Report

President Peterson and Councilors:

My name is Kelly Ritz, President of Venture Properties, Inc. and our associated home building company, Stone Bridge Homes NW, LLC. In 2015, we began development of the Mandel Farms subdivision, an 86-lot detached home community at Edy and Elwert Roads in Sherwood. We closed on our last home in October 2019. It was a successful project for us, and we are very appreciative of the support we received from the Sherwood community and city staff.

Shortly after starting Mandel Farms, we began working with City Planning staff and several property owners in the Sherwood West area to advocate for a potential urban growth boundary expansion for all or a portion of Sherwood West. Much study and discussion has taken place in the years since, culminating in an extensive two-year planning process and adoption of the Sherwood West Concept Plan in 2023. This led to a request to Metro later that year to expand the Urban Growth Boundary to include 1,300 acres within Sherwood West.

A key part of Metro's review of this request includes the recently completed draft Urban Growth Report. This report concludes that under baseline population forecasts, "approximately 150,000 additional homes are needed to meet expected population growth over the next 20 years," and to meet this demand, "we must continue to focus on public investment and removing barriers to housing production." Land to accommodate this growth will need to come from a variety of current, redevelopment, and urban expansion sources. Sherwood's UGB expansion request, created from strong community support, offers a thoughtful blueprint for a diversified residential-industrial-employment planned community. We believe that their plan has the best chance of supplying a mix of single-family, middle housing, and multi-family options for all age ranges now and into the future.

My companies and I wholeheartedly endorse your acceptance of the Urban Growth Report and recommend your continued review and approval of the Sherwood West Urban Growth Boundary expansion.

Thank you for your consideration of our testimony.

Sincerely,

Kelly Ritz, President
Venture Properties, Inc.

[redacted] Lake Oswego, Oregon 97035 • [redacted]

Miriam Hanes

From: Bruce Coleman <[redacted]>
Sent: Wednesday, July 24, 2024 6:52 AM
To: Al Jeck; Metro 2040
Cc: Eric Rutledge
Subject: [External sender]RE: Letter to Metro Council; Urban Growth Report

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Thank you Kelly and Al,

Brucce

Bruce Coleman
Economic Development Manager
City of Sherwood
[redacted]
Sherwood, OR 97140
[redacted]
www.sherwoodoregon.gov/economicdevelopment
[redacted]

ABOUT SHERWOOD ECONOMIC DEVELOPMENT: Sherwood offers many strategic advantages for business investment and economic development. Conveniently located in the southwest/I-5 Corridor of Greater Portland's Silicon Forest. Rated the 2nd safest city in Oregon, Sherwood also boasts a highly skilled workforce, outstanding schools, and strong community spirit. Sherwood enjoys easy access to I-5, I-205, Highway 99W and the Portland International Airport. Sherwood has a pro-business city government and encourages a wide range of businesses to locate and grow here, from startup entrepreneurs to Main Street businesses, to high technology advanced manufacturing. Sherwood boasts an engaged and collaborative city staff. We are actively creating new locations to serve our growing business community. We invite you to explore business growth opportunities in Sherwood.

From: Al Jeck <[redacted]>
Sent: Tuesday, July 23, 2024 3:36 PM
To: [redacted]
Subject: Letter to Metro Council; Urban Growth Report

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

Please see the attached letter of support for the Urban Growth Report and the Sherwood West UGB Expansion request. Thank you.

Al Jeck
Venture Properties, Inc.
[redacted]

This email may contain confidential information or privileged material and is intended for use solely by the above referenced recipient. Any review, copying, printing, disclosure, distribution, or other use by any other person or entity is strictly prohibited and may be illegal. If you are not the named recipient, or believe you have received this email in error, please immediately notify the City of Sherwood at [redacted] and delete the copy you received.

Miriam Hanes

From: Lindsay Roberts <[redacted]>
Sent: Thursday, August 15, 2024 9:41 PM
To: Metro 2040
Subject: [External sender]I oppose the Sherwood West Urban Growth Boundary expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

As a resident and taxpayer of Sherwood, I strongly oppose the 2024
Sherwood West Urban Growth Boundary expansion proposal and the proposed expansion of the Urban Growth Boundary by 1291 acres. This excessive and unnecessary plan would destroy vital farmland, displace wildlife, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Lindsay Roberts
[redacted]
Sherwood, OR 97140
[redacted]

Miriam Hanes

From: STEVE ROSS [redacted]
Sent: Thursday, August 22, 2024 6:23 PM
To: Metro 2040
Cc: [redacted] Marissa Madrigal; Lynn Peterson; Gerritt Rosenthal; [redacted]
Subject: [External sender]Sherwood Urban Growth Boundary

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Steven Ross

Miriam Hanes

From: LOYAL ROTH [redacted]
Sent: Tuesday, August 20, 2024 3:19 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]UGB expansion proposal

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely, Loyal Roth

Rothchild Construction Co. Inc
[redacted]
Sherwood, OR 97140
CCB # [redacted]

Miriam Hanes

From: Dan Rutzick <[redacted]>
Sent: Thursday, August 22, 2024 6:09 PM
To: Metro 2040
Subject: [External sender]2024 Draft UGR Comment

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hello,

The 2024 UGR has implications for local government planning processes as Metro's subsequent distributed forecasts inform local Housing Capacity Analyses, Economic Opportunities Analyses, and Regional Transportation Plan modeling.

The City of Hillsboro recommends Metro rely on a high population growth forecast to allow our region to be nimbler in addressing current and future housing and employment needs.

The 2024 Draft UGR demand scenario 4 involves faster household growth in 2044 coming from increased in-migration of younger households, consistent with historic migration dynamics, who typically seeking multifamily and middle housing. Though younger households who migrate to the region by 2030, 2035, and 2040 may initially prefer multifamily or middle housing, many will continue to demand single-unit detached for their growing household size and other reasons. The City of Hillsboro recommends Metro add a new UGR demand scenario 5 that involves faster household growth coming from increased in-migration of younger households, consistent with historic migration dynamics, but with a larger percentage of single-unit detached to meet the demand during the next 20 years.

Though the Draft UGR shows the region as having sufficient total industrial capacity, much of the industrial land supply consists of smaller parcels with an average lot size of 3.8 acres and a median lot size of 1.7 acres. The Draft UGR mentions there are only eight sites over 50 buildable acres inside the UGB that are available to the general industrial market. The final 2024 UGR should highlight the lack of sufficient large-lot industrial sites 25 plus acres in size available to the general industrial market. The final 2024 UGR should also highlight that less than 6% of the taxlots available to the general industrial market are medium-sized sites between 10 and 25 acres.

Thank you,

Dan Rutzick | he/him | *Long Range Planning Manager*
City of Hillsboro | Community Development: Planning Division
[redacted]
Hillsboro-Oregon.gov | Engage with Us

Miriam Hanes

From: Terrel Smith [redacted]
Sent: Monday, August 5, 2024 6:21 PM
To: Metro 2040
Subject: [External sender]Sherwood West Expansion Plan

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To whom it may concern,

I am writing in support of the Sherwood West Expansion Plan. Here is a link to the rationale for my support. It is my opinion that this is a very good plan for the appropriate expansion of west Sherwood and fits with the logical development surrounding the Sherwood High School and other areas.

Sincerely,

Terrel Smith
Retired teacher-Sherwood High School
[redacted]

Request that the Metro Council:

- **Approve the Sherwood West Concept Plan as proposed by the Sherwood community. Changes to the plan threaten community support.**
- Add 340 net acres of residential land to the UGB as proposed in the Sherwood West Concept Plan.
- Add 130 net acres of flex industrial land to the UGB as proposed in the Sherwood West Concept Plan.
- Add 135 net acres of commercial and hospitality land to the UGB as proposed in the Sherwood West Concept Plan.

Background Information:

Urban Reserve designation

- Sherwood West is proposed within an Urban Reserve. Urban Reserves are lands suitable for accommodating urban development over the next 50 years.
- Land that is considered most important for commercial agriculture and forestry use is in rural reserves and not eligible for urban expansion.
- City has clearly answered question of readiness and has prepared for adding Sherwood West to the UGB.

Regional Growth Projections

- Our region is growing and is expected to add an average of 15,000 new residents per year through 2044.
- Sherwood is preparing for its share of growth through the Sherwood West Concept Plan.
- The Sherwood School District supports the Sherwood West proposal. The School District Board of Directors and the Superintendent have expressed strong support for the plan.
- Our region will add approximately 315,000 new residents and 137,000 new jobs over the next 20 years under a baseline growth scenario.

Community Engagement

- Since 2021, the City has held over 30 public meetings on Sherwood West. The public engagement process was highly publicized, thorough and inclusive. The Sherwood West vision was developed by the Sherwood community.
- The diverse range of residents and stakeholders were represented on the Community Advisory Committee and Technical Advisory Committee.

- The Sherwood West Concept Plan has strong local support including unanimous approval from the Sherwood Planning Commission, Sherwood City Council, and Washington County Board of Commissioners.

Housing

- Sherwood and the Portland region are experiencing a housing crisis. The severe shortage of housing has increased prices and reduced affordability for all. Between 2017 and 2022, the Portland region experienced a 50.4% increase in homelessness.
- The Sherwood West Concept Plan will provide a minimum of 3,100 new units including mid-rise apartments, missing middle housing, and single-family detached residences. A minimum of 43% of new housing will be middle and multi-family housing.
- The plan proposes innovative zoning types including cottage cluster only and middle housing only zones will provide opportunities for first time home buyers and empty nesters to stay within or relocate to our region.
- Sherwood West proposes between 43% - 68% middle and multi-family housing. The range depends on how much middle housing is constructed in certain zones.

North District Employment Land

- The Sherwood West employment land provides opportunities for equitable economic growth.
- Employment land is not just about a simple supply and demand analysis. Economic development requires a land supply that enables specific industries to thrive.
- The average industrial parcel size in the metro region is 1.7-acres. Our region is facing an industrial land supply crisis similar to the housing crisis. Small BIPOC and women owned businesses are most vulnerable to rising business costs.
- The industrial vacancy rate in Washington County is 2.5% making business more expensive for key target industries. Small businesses are impacted the greatest by high industrial land costs and lease rates.
- Sherwood grew it's industrial and manufacturing base twice as fast than the region between 2017 and 2022.
- The Sherwood West site is competitive and will lead to new jobs for a growing part of the region.

Annexation and Development Phasing

- Sherwood is committed to thoughtful planning and careful growth over time.
- Approval of the UGB expansion does not immediately bring the land into the City of Sherwood. The land remains part of unincorporated Washington County until formally annexed into the City of Sherwood.
- Growth is expected to occur first at key nodes with access to infrastructure like near the new Sherwood High School.

- The Concept Plan includes a Preliminary Infrastructure Funding Strategy that describes how new infrastructure will be funded. Where current SDC rates do not cover the cost of infrastructure, a broad range of funding tools will be considered.

CLACKAMAS COUNTY

BOARD OF COUNTY COMMISSIONERS
PUBLIC SERVICES BUILDING
[redacted] OREGON CITY, OR 97045

Metro Council
600 NE Grand Ave.
Portland, OR 97232

August 14, 2024

RE: Draft 2024 Urban Growth Report

Dear President Peterson and Metro Councilors:

Thank you for the opportunity to comment on the Draft 2024 Urban Growth Report (2024 UGR) and Sherwood West urban growth boundary (UGB) expansion proposal. We recognize that completing this report during these times of uncertainty is extremely challenging. The report acknowledges that while there may be slower projected population and employment growth, the on-going housing availability crisis and continual need for large-lot employment land are factors that should not be minimized.

First, we urge the Metro Council to select the **high growth rate for both population and employment**. Planning for high growth will give jurisdictions the latitude not only to attract more investment opportunities in the region, but also to appropriately balance housing needs, land use, economic development, and transportation planning. Assuming low or baseline growth rates may result in unintended, adverse effects, by constraining local jurisdictions' ability to respond in real time to address population, employment, and housing requirements. It is also critical that findings within the 2024 UGR support necessary UGB expansion without forcing the removal of land from other locations.

As part of the Oregon Housing Needs Analysis (OHNA), the State will assign specific housing targets to individual jurisdictions beginning in 2025. This new paradigm for housing accountability necessitates consideration of the specific land need within individual jurisdictions rather than a singular focus on regional land supply. Selecting the high growth rate for both population and employment will create the best opportunity to meet the coming state-mandated housing targets and will allow the region to be more responsive and proactive in attracting potential new employers.

Second, we have concerns with **Metro's methodology that asserts that we have a surplus of industrial lands (nearly 6,000 acres) available inside the UGB to serve our region's need over the next 20 years**. We appreciate the supplemental industrial lands analysis, based on site criteria, that was developed as a part of the City of Sherwood's expansion request. However, **we believe**

that Metro's methodology for determining industrial "buildable lands" is flawed because it does not consider key site criteria factors in developing the Buildable Lands Inventory.

The 2024 UGR cites that of those 6,000 surplus acres, the average industrial parcel size is 3.8 acres, with a median industrial parcel size of 1.7 acres. Market factors indicate that firms seek parcels that are a minimum of 5 acres and are developable in 7 to 30 months or less. It is also clear that there is demand for large-lot industrial sites of 20, 50 and 100 acres in Clackamas County, and Metro's current method of evaluating industrial land supply fails to address this demand. In short, the lands that Metro is considering developable are not sufficient to meet the market need.

Clackamas County continually faces the challenges of not having an inventory of available and suitable employment land to support industry and employment for our workforce. While we know that the 2024 UGR decision is only one of many factors that influences the development of land, it is essential that this decision is made in a way to best support growth in all of our communities.

Finally, the comment period for the 2024 UGR was not sufficiently long to allow a robust discussion of these important issues. In the future, we urge Metro to provide a 90-day comment period between release of the draft UGR and issuance of the Metro Chief Operating Officer's recommendation to the Metro Council. It is imperative that local jurisdictions be given an adequate opportunity to weigh in on the UGR at an early point in the process. That said, we are looking forward to future opportunities to communicate with the Council before the Urban Growth Management Decision is made later this year.

In closing, the Urban Growth Management Decision process is driven by legal obligations that do not always translate into market reality. Discussions about the future can begin with questions on whether the region has the right amount of land to support housing and job growth, but they must not end with a simple yes or no answer. We are supportive of Metro Staff's recent proposal to update the 2040 plan and look forward to the opportunity to develop a better approach to planning for a bright future for our region.

Sincerely,

Clackamas County Board of Commissioners

Tootie Smith, Chair

Commissioner Paul Savas

Commissioner Martha Schrader

Commissioner Mark Shull

Commissioner Ben West

Miriam Hanes

From: Leonhr [redacted]
Sent: Wednesday, August 21, 2024 12:57 PM
To: Metro 2040
Cc: Home Standridge
Subject: [External sender]Concerns About the Proposed Sherwood West Concept

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

>> I am writing to express my concerns regarding the Draft Urban Growth
>> Report and the City of Sherwood's proposed Sherwood West Concept.

>> First, the Draft fails to incorporate or thoroughly analyze the
>> figures upon which the Concept is based. Instead, it seems to merely
>> assess the City's "readiness" for expansion. While the City may
>> perceive itself as prepared to expand, the more important question is whether it should expand.
>> In my opinion, the answer is no. The proposed expansion is
>> unwarranted, as Sherwood has likely already reached its peak in terms
>> of the population that should or will move into the area.

>> For instance, the new high school was justified on the basis of
>> expected population growth, yet it has not come close to meeting the
>> attendance figures used to pass the Bond measure. We must be cautious
>> and not rely on the self-serving numbers the City provides when
>> making decisions about the Sherwood West Concept.

>> Furthermore, farmland is vital and irreplaceable. It is a key part of
>> the character of our city. Sherwood has already converted enough
>> farmland into developed areas. The thought of adding light industrial
>> buildings or more housing on the west side of our beautiful city is
>> unnecessary now and in the future. The residents of Sherwood have
>> been clear in their opposition to further expansion. Even METRO's
>> data shows that Sherwood's population is expected to increase by less
>> than 1,000 people over the next 20 years. Let's preserve the beauty that surrounds our city.

>> Thank you for your time and attention to these concerns.

>> Leon Standridge
>> [redacted]
>> [redacted]

Miriam Hanes

From: michelle Standridge [redacted]
Sent: Wednesday, August 21, 2024 1:21 PM
To: Metro 2040
Subject: [External sender]Draft Urban Growth Report/Sherwood Expansion

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August 21, 2024

METRO
Urban Growth Management Team
600 NE Grand Ave,
Portland, OR 97232

RE: Urban Growth Report, Draft 2024

Dear Council Members,

I am writing to provide comment on the Draft Urban Growth Report pertaining to the City of Sherwood's proposed Sherwood West Concept.

In reviewing the proposed draft report, I find the city of Sherwood's proposal to increase the city by 41% to be lacking in reliable data and concrete reasoning for such an expansion.

The west side of the city is already an area of congestion and outdated infrastructure. To add additional homes, light industrial buildings and traffic would severely impact the area, while requiring the loss of valuable, irreplaceable agricultural land and open space.

The impact on taxpayers for additional bond measures to then pay for roads, utilities, increased police and fire department services would also be a significant burden for a project that has shown no overall benefit to improving the quality of life for the residents of the community.

The layoffs currently occurring with Intel and other businesses in Washington County should be a cause for a cautious and well reasoned approach to solving a problem that does not exist for this area.

Thank you for your time in reviewing my correspondence.

Sincerely,
Michelle Standridge
[redacted]

Miriam Hanes

From: Jess Sunset <[redacted]>
Sent: Saturday, August 17, 2024 8:48 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Opposition to Sherwood West Concept Plan

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Jessica and Randy Sunset

[redacted]

Sherwood, OR 97140

Miriam Hanes

From: Conrad Thomason <[redacted]
Sent: Monday, August 19, 2024 12:13 PM
To: Metro 2040
Subject: [External sender]Message To whom it nay concern

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As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Conrad Thomason
[redacted]
Sherwood, OR 97140

Miriam Hanes

From: kerrville <[redacted]>
Sent: Wednesday, August 21, 2024 10:39 AM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]West urban growth boundary expansion

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As a resident and taxpayer of Sherwood
I strongly oppose the
Expansion of the West Urban Growth Boundary by 1,291 acres.
I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal!!
Please!
Sincerely,
Carolyn Thomason

Sent from my Verizon, Samsung Galaxy smartphone

Miriam Hanes

From: Jodi Tsutomi <[redacted]>
Sent: Tuesday, August 6, 2024 12:37 AM
To: Metro 2040
Subject: [External sender]Sherwood West Concept Plan

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Dear Metro Council,

Good evening and thank you for your time. I am writing this letter in support of the Sherwood West Concept Plan as proposed and supported by the Sherwood community and Sherwood City Council.

"New" and "fresh" are two words that come to mind in regards to this comprehensive plan. New strides and fresh faces. New ideas and fresh goals. New directions and fresh opportunities. This plan offers practical, thoughtful and forward movement; with a sustainable core based on values for healthy growth, preserving open spaces and upholding the strengths and benefits inherent in Sherwood.

Three key factors of the Sherwood West Concept Plan that in my opinion highlight its vital role:
1. Positive employment growth trends at 18% from 2017-2022.
2. Promoting a steady and robust economic growth and resdiential housing.
3. "2024 ECOnorthwest analysis North District Mixed Employment Area (MEA) of Sherwood West Concept Plan has site characteristics that make the land better suited to accomodate the industries that are growing and expanding in the Portland Metro area."

Sherwood must grow and evolve in a balanced way and I feel that the Sherwood West Concept Plan as proposed is that backbone.

Best Regards,
Jodi Tsutomi
Sherwoodian

Miriam Hanes

From: Jodi Tsutomi [redacted]
Sent: Tuesday, August 6, 2024 1:06 AM
To: Metro 2040
Subject: [External sender]Sherwood West Concept Plan

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Dear Metro Council,

Good evening and thank you for your time. I am writing this letter in support of the Sherwood West Concept Plan as proposed and supported by the Sherwood community and Sherwood City Council. I am asking the Metro Council to approve the Sherwood West Concept Plan as proposed.

"New" and "fresh" are two words that come to mind in regards to this comprehensive plan. New strides and fresh faces. New ideas and fresh goals. New directions and fresh opportunities. This plan offers practical, thoughtful and forward movement; with a sustainable core based on values for healthy growth, preserving open spaces and upholding the strengths and benefits inherent in Sherwood.

Three key factors of the Sherwood West Concept Plan that in my opinion highlight its vital role:
1. Positive employment growth trends at 18% from 2017-2022.
2. Promoting a steady and robust economic growth and resdiential housing.
3. Per the 2024 ECOnorthwest analysis: "North District Mixed Employment Area (MEA) of Sherwood West Concept Plan has site characteristics that make the land better suited to accomodate the industries that are growing and expanding in the Portland Metro area."

Sherwood must grow and evolve in a balanced way and I feel that the Sherwood West Concept Plan as proposed is that backbone.

Best Regards,
Jodi Tsutomi
Sherwoodian

Miriam Hanes

From: Wayne Vandekraak <[redacted]>
Sent: Thursday, August 15, 2024 3:42 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]West Urban Growth Boundary Expansion

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To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

--
Wayne Vandekraak
[redacted]

August 22, 2024

Metro Urban Growth Management Team
600 NE Grand Ave.
Portland, OR 97232

RE: Draft 2024 Urban Growth Report

Dear Metro Urban Growth Management Team,

Thank you for the opportunity to review and provide comments on the Draft 2024 Urban Growth Report (UGR). This memo summarizes technical comments from Washington County Land Use & Transportation staff.

We appreciate the work Metro has done for the region's livability in managing the Urban Growth Boundary (UGB) in a way that balances the need to protect rural land uses and provide an adequate supply of land that has a high likelihood of successfully developing into places to live, work, visit, and play. Staff appreciate the opportunity to participate in the process through the Land Use Technical Advisory Group (LUTAG), Metro Technical Advisory Committee (MTAC), the Transportation Policy Advisory Committee (TPAC) and the economic development forum. We also appreciate the time that Metro staff have spent sharing their work with us and other partners through various committees and organizations throughout the process.

Since the origin of the Metro Urban Boundary, jurisdictions in Washington County have shown their ability to plan for expansions of the UGB areas in a way that creates desirable communities. We respectfully request that Metro correct the number of housing units built in North Bethany since the UGB expansion in 2002. The Draft UGR reports that only 573 units have been built, but the actual number is closer to 4,000. This is an important detail because it shows the success of building communities within UGB expansion areas over the last twenty years.

The primary concerns of Washington County staff are how the technical tools have been applied to evaluate the most likely development potential and demand scenarios. These concerns have been raised by the County and other partners throughout the review process. Two examples follow:

- The scenarios that Metro prepared along with the three growth forecasts assigned a demand share for single- and multi-family units. The high growth projection was paired along with the high demand for multi-family product scenario, and we did not see results of the high growth forecast modeled with high demand for single-family product or an even split. We believe that it is important to ensure adequate land for a

Department of Land Use & Transportation
[redacted] Hillsboro, OR 97124-3072
Phone [redacted]
www.washingtoncountyor.gov

variety of housing types. Past trends have shown that much growth (both single and multi-family) is happening outside of town centers, reflecting market realities from both a supply and demand perspective. Supporting and incentivizing growth in our town center areas is a part of the solution to our housing crisis but so are carefully planned UGB expansions and infill development all around the region. The limited scenarios shared in the draft UGR did not prepare us to evaluate the effects of these options.

- For employment/industrial needs, the evaluation of industrial land supply needs to account for the available size of properties and the flat topography needed by modern large-scale industrial development. While land with slopes between 5% and 25% has been successfully developed into new residential areas, and to some extent new commercial areas, the parts of the region's industrial land supply that are this topographically challenging are unlikely to be financially viable. Flatter industrial land is a prerequisite to future growth in industrial employment. Metro should update the calculations of available employment/industrial land to remove steep slopes.

County staff worked closely with Sherwood staff as they prepared the Sherwood West Concept Plan and we support their technical work and the process that they have gone through. Again, we appreciate the collaborative spirit with which Metro staff approached this Urban Growth Report and look forward to our continued work together.

Sincerely,

Erin Wardell

Erin Wardell, Assistant Director
Department of Land Use & Transportation

Attachments:
Washington County Board of Commissioners comment letter 07-16-24

July 16, 2024

Metro Council
600 NE Grand Ave.
Portland, OR 97232

RE: Draft 2024 Urban Growth Report

Dear Chair Peterson and Metro Councilors,

Thank you for the opportunity to comment on the draft Urban Growth Report (UGR) and Sherwood West urban growth boundary (UGB) expansion proposal. The 2024 growth management decision is the blueprint for how Metro Council will lead the region in planning for future housing development and employment opportunities. We appreciate that these decisions are challenging and acknowledge there are trade-offs that must be carefully considered in this decision process.

Our Board strongly supports the City of Sherwood's application for expansion of the urban growth boundary to include the 1,291 acres within the Sherwood West urban reserve area. The city has demonstrated their readiness to serve the area with governance and infrastructure as required by Metro's Urban Growth Management Functional Plan. The City's plan envisions that up to 5,582 housing units and 4,524 jobs could be accommodated in the expansion area. As we are all grappling with ways to produce more housing in the region and across the state, adding this land to our regional urban growth boundary makes sense. In addition, Sherwood has shown that the proposed Sherwood West employment area has the site suitability characteristics to attract more of the types of industry that Sherwood has successfully recruited to the city in recent years. Even though this is a regional urban growth boundary expansion decision using regional analysis, place matters in this consideration. Sherwood has demonstrated that they are a place where people want to both work and live.

We also encourage Metro Council to strongly consider selecting the high growth rate for both population and employment. The selected growth rates guide regional policy and funding decisions around housing, employment land and supporting infrastructure. Choosing low growth rates could artificially constrain our ability to plan for or make decisions to support the development of badly needed housing of all types, or further constrain opportunities to grow our region's traded-sector employment, which provides living wage jobs for thousands of our community members.

Board of County Commissioners
[redacted], Hillsboro, OR 97124-3072
[redacted]

Thank you for your consideration. We look forward to continued partnership with Metro in planning to accommodate future growth to keep our region a thriving and great place to live.

Sincerely,



Chair Kathryn Harrington
On behalf of Washington County Board of Commissioners

Cc: Board of County Commissioners
Sherwood City Council
Stephen Roberts, Director of Land Use & Transportation, Washington County
Catherine Ciarlo, Director of Planning, Development and Research, Metro

Board of County Commissioners
[redacted] Hillsboro, OR 97124-3072
[redacted]

Miriam Hanes

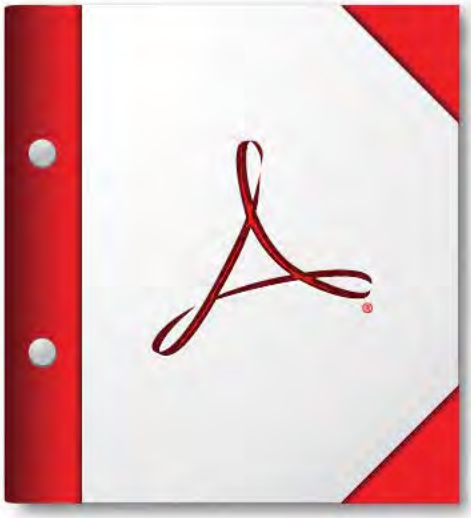
From: Erin Wardell <[redacted]>
Sent: Thursday, August 22, 2024 2:50 PM
To: Metro 2040; Eryn Kehe; Ted Reid
Cc: Ken Rencher; Jessica Pelz; Theresa Cherniak
Subject: [External sender]Washington County comments on draft UGR
Attachments: Washington County Draft 2024 UGR Comment Memo.pdf

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Hi Eryn and Ted,
Please see attached Washington County's technical staff comments on the draft UGR. We appreciate the opportunity to comment, and the work both of you have put into this year's report.

Erin Wardell, AICP | Assistant Director
Washington County Department of Land Use & Transportation
[redacted] | Hillsboro, OR 97124
[redacted]

INFO: Washington County email address has changed from @co.washington.or.us to @washingtoncountyor.gov. Please update my contact information.



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005150

Miriam Hanes

From: Glen Hamburg
Sent: Monday, August 12, 2024 9:18 AM
To: Miriam Hanes
Subject: FW: [External sender]Restricted housing in Urban Growth Boundary

From: Doris Wehler <[redacted]>
Sent: Friday, August 9, 2024 5:40 PM
To: Metro 2040 <[redacted]>
Subject: [External sender]Restricted housing in Urban Growth Boundary

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When analyzing the expansion of the Portland UGB, you propose to maintain such a tight land supply that single family homes would only account for 23% of new housing. The rest of the units would be apartments of other forms of high-density living.

I believe 75% of people aspire to live in single family homes. Therefore, I am adamantly opposed to limiting single family homes to anything under 50%.

I am in favor of Sherwood's application to expand their UGB and sincerely hope they will be able to do so without this ugly single family home restriction.

Doris Wehler
[redacted]
Wilsonville, Or 97070
[redacted]

Miriam Hanes

From: Eric Rutledge <[redacted]>
Sent: Friday, July 19, 2024 3:11 PM
To: Miriam Hanes
Cc: Ted Reid; Eryn Kehe
Subject: [External sender]FW: Support of Sherwood West UGB

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hi Miriam,

Some additional testimony in support of the UGB expansion. It looks like Marissa was copied as staff but I wanted to make sure you received it as well.

Thank you,

Eric Rutledge
City of Sherwood
Community Development Director
[redacted]

From: gwen werger [redacted]
Sent: Monday, July 1, 2024 11:49 PM
To: [redacted]
Cc: [redacted] Tim Rosener [redacted]; Eric Rutledge [redacted]; Keith Mays [redacted]
Subject: Support of Sherwood West UGB

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Dear Gerritt,

My name is Gwen Werger and my parents have owned a 10 acre parcel of land on Elwert Road since 1981. My sisters and I are now managing the trust that holds this property. I am writing in **support of the Urban Growth Boundary expansion request for Sherwood West.**

When my parents first purchased this acreage in 1981, the land west of 99W was mainly farms. Now there are several subdivisions east of Elwert Rd. as well as the newest Elementary School. As of 2021, Sherwood High School, the largest high school in Oregon, as well as a $247 million dollar investment by the community, was built on Haide Rd, which is directly west of Elwert Rd.

The amount of traffic on Elwert Rd resulting from the new High School as well as commuters to Roy Rogers Rd and beyond makes this area much more difficult to operate as farmland. The proposed 1,291 acres to be included into the UGB is now more suitable for additional housing and light industrial than it is farmland.

By including the 1,291 acres of Sherwood West into the UGB, this would provide land for affordable homes as well as parks and green space near the schools. Additional housing will increase the tax base as well as provide increased enrollment for the school district.

Adding Sherwood West into the UGB, will also provide Sherwood with land needed for additional economic opportunities. The city of Sherwood has a plan to expand job growth in the area and with that comes the need for affordable housing.

Sherwood does not want another missed opportunity to be included in the UGB like they had in 2018. Being forced to wait another six years for the opportunity to be included in the Metro UGB would be devastating for this wonderful community.

Thank you for your interest and consideration in this important issue. We are hoping Metro will vote in favor of the Sherwood West expansion request.

Sincerely,

Gwen Werger

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WESTSIDE ECONOMIC ALLIANCE

Marissa Madrigal, COO
Metro
600 NE Grand Avenue
Portland OR 97232

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City of Beaverton

Mayor Heidi Lueb
City of Tigard

Mayor Frank Bubenik
City of Tualatin

August 22, 2024

Dear COO Madrigal,

First, I want to thank you for convening the year-long Urban Growth Report Stakeholder table. It created an opportunity to better understand the work done by Metro staff preparing the report, while also hearing from partner organizations about concerns and challenges. While I do think it helped build goodwill among regional partners who often feel frustrated by the process, it did also lay bare some of the places where there may be an opportunity for improvements.

Beyond this Growth Management Decision, Westside Economic Alliance looks forward to continued partnership with Metro Council and staff to identify those opportunities for improving the input, process and subsequent outcomes for our region.

POPULATION & HIGH GROWTH PROJECTIONS

Turning to the 2024 Urban Growth Report, it's important that we begin with the population estimates on which so much of this report rests. The early conclusion is that regional growth is slowing because Oregon's birth rates are among the nation's lowest. Given this data point, the report correctly concludes that net in-migration will be the primary driver of regional population growth. The report goes on to state, "Slowing population growth also mean slower job growth."

What the report fails to state clearly is that if net in-migration will be the primary source of regional population growth then our region's, and our state's, housing and economic future will be overly dependent on smart policy decisions that encourage growth.

It is to that end that Westside Economic Alliance highly encourages COO Madrigal, and subsequently the Metro Council, to adopt high growth population forecasts for our region. It is far better to plan for growth and not see it realized than it is to plan for decline and risk the underproduction of housing and jobs, adding pressure that results in another housing crisis or economic stagnation.

Just as we are seeing an out-migration of a certain segment of our population due to their concerns about public policy choices, we could create in-migration through the adoption of a different set of policy choices.

Adopting the high-growth population forecast will give Metro and the local jurisdictions more flexibility to meet our communities' needs and should be viewed as a prudent public policy decision.

EMPLOYMENT LANDS

According to the Urban Growth Report, Metro staff have forecasted a surplus of Industrial land supply with a current capacity of 5,950 acres and a 20-year projection of a surplus of between 450 and 7,450 acres. However, the report also highlights some of the realities on the ground that act as major detractors to the current capacity estimate: in particular slope and lot size.

Slope

Over the course of the Urban Growth Report roundtable, we heard from developers that Oregon Revised Statute applies the definition for "buildable land" for residential construction to commercial and industrial land. As such, we learned that slopes of up to 25% are considered legally "buildable" for the purposes of all employment land, yet commercial and industrial developers say they will not consider land buildable with more than a 7% slope grade. When challenged on this, staff identified 1,300 acres with a slope greater than 7% that were counted within the buildable land inventory. **We recommend COO Madrigal and the Metro Council amend the Employment Land forecast to reflect this reality**.

Lot Size

An additional concern with the gross figure of 6,000 acres of 'surplus' industrial land is lot size. According to the Urban Growth Report the average lot size is 3.8 acres with a median lot size of 1.7 acres.

According to the data of the currently vacant industrial land, here is the breakdown of available vacant lots by acreage:

- 545 lots are less than 1 acre = 148 acres
- 97 lots are 1-1.99 acres = 142 acres
- 72 lots are 2-2.99 acres = 178 acres
- 49 lots are 3 – 3.99 acres = 167 acres

- 27 lots are 4 – 4.99 acres = 127 acres
- 22 lots are 5 – 5.99 acres = 125 acres
- 10 lots are 6 – 6.99 acres = 63.5 acres
- 13 lots are 7 – 7.99 acres = 96 acres
- 11 lots are 8 – 8.99 acres = 101 acres
- 6 lots are 9 – 9.99 acres = 66 acres
- 22 lots are 10 – 14.99 acres = 271 acres
- 12 lots are 15 – 19.99 acres = 219.5 acres
- 4 lots are 20 – 24.99 acres = 164 acres
- 6 lots are 25 – 29.99 = 107 acres
- 12 lots are 30 acres or more = 594 acres

Given the overabundance of small sites and the fact that the current vacancy rate for industrial land is below 5 percent across the region, the reality is that the vast majority of this acreage could not be used to serve the industrial market.

We recommend that COO Madrigal and the Metro Council direct staff to work with industrial developers to identify a minimum lot size that is realistic for effective industrial development. Any lots below that lot size should be removed from the overall land supply calculation.

As mentioned in the draft Urban Growth Report, the data and analysis of industrial land supply is not the only information that the Council may consider when determining whether there is a need to expand the Urban Growth Boundary. They may also consider whether there is a regional need for industrial sites with specific site characteristics such as larger sized sites.

The Oregon Semiconductor Task Force recommended that in order to be competitive over the next 5-10 growth cycle, the state needed to identify the following development ready sites:

- Two (2) sites of 500+ acres for advanced R&D or production fabrication operations
- Four (4) sites of 50-100 acres for device manufacturers or equipment manufacturers
- Eight (8) sites of 15-35 acres for key suppliers to the ecosystem

And while this site list is a statewide recommendation, we know that industries will often create clusters. Indeed, in EcoNW's report (Appendix 9) they note:

> The Metro Region already has a strong cluster for semiconductors in Hillsboro with Intel's Gordon Moore Park at Ronler Acres Research Campus, which creates 1,000 patents a year. This existing strength in semiconductor manufacturing can position the region to capture other semiconductor activities, and semiconductors are half of the state's annual exports. The semiconductor boom in the 1990s was

precipitated by the state having 2000 acres of industrial land, which led to billions of dollars of investment and doubling the industrial employee count.

To prepare for the next influx of semiconductor activity, the region will need to have a supply of industrial land to support business growth and expansion. The Semiconductor Task Force's Industrial Lands Subcommittee found that the key site characteristics that the semiconductor prefers is a location near other semiconductor businesses and labor, parcels of at least 25 acres, and sites that have infrastructure in place to support development that can begin within 6 months to three years. The subcommittee identified a lack of land that met these criteria.

And, as noted on pages 55-56 of the Urban Growth Report:

[T]he Metro Council established the following policy in the Regional Framework Plan:

'1.4.6 Consistent with policies promoting a compact urban form, ensure that the region maintains a sufficient supply of tracts 50 acres and larger to meet demand by traded-sector industries for large sites and protect those sites from conversion to non-industrial uses.'

Since the 2017 update of the Regional Industrial Site Readiness inventory of large industrial sites, 15 large industrial sites have developed. Six of the sites that developed are over 50 acres in size. There are ten remaining sites over 50 acres inside the UGB. Of those, two sites have marine or airport use restrictions, leaving eight sites over 50 buildable acres inside the UGB that are available to the general industrial market.

And so, the Semiconductor Task Force, the EcoNW Report and Metro's own policy recommends additional land of at least 25 acres with a push to identify 'sufficient supply of tracts 50 acres or larger' to meet the industrial needs of the region. And yet the overwhelming majority of vacant industrial land is LESS THAN 25 acres. There is an imbalance in acreage lot size availability and without a recommendation to discount acreage too small for real industrial development, Metro Council could stagnate the region's ability to leverage generational federal and state investment potential.

SUPERSITING AUTHORITY

Per the passage of Senate Bill 4, Oregon's CHIPs Bill, Governor Kotek maintains super-siting authority through the end of 2024. Should the Governor choose to use this authority, we urge Metro Council to see this as an additive, rather than as a replacement for, an Employment Land expansion in the Growth Management Decision.

We urge Metro to consider the generational investments that may be lost should the Governor provide the extraordinary opportunity of a regional supersite for semiconductors but the region is unable to support that work due to a lack of available mid-size lots needed for a healthy cluster.

CITY OF SHERWOOD EXPANSION PROPOSAL

We enthusiastically and without reservation support the City of Sherwood's request for expansion without any conditions. While Metro may want to make recommendations or provide incentives to encourage certain kinds of growth, we trust the rigorous public engagement process that Sherwood has already conducted and trust that they will continue to engage their community to understand how to grow reasonably and responsibly.

Metro staff made clear during our roundtable convening that Metro is not a zoning organization. To that end, we ask Metro to allow the city to work with their residents in the coming years to decide what makes most sense for their community's needs. It is imperative that policymakers recognize that every jurisdiction in our region has their own unique community needs and that heavy handed policy making to try to make suburban areas mimic urban areas is unreasonable.

We encourage Metro to engage in the process, as other regional partners plan to do, to provide input about best practice and guidance for equitable outcomes. But beyond that, **COO Madrigal and the Metro Council should allow local jurisdictions to grow within their own boundaries in a way that best reflects the community they are working with their residents to create**.

To be clear we ask COO Madrigal, and subsequently the Metro Council to:

- Add 340 net acres of residential land to the UGB as proposed in the Sherwood West Concept Plan as proposed.
- Add 130 net acres of flex industrial land to the UGB as proposed in the Sherwood West Concept Plan as proposed.
- Add 135 net acres of commercial and hospitality land to the UGB as proposed in the Sherwood West Concept Plan as proposed.

CLOSING

Westside Economic Alliance wants to again appreciate the work of Metro staff who prepared this cycle's Urban Growth Report. It is a massive undertaking, and this year another layer of public engagement was added via the Urban Growth Roundtable that took a significant amount of staff time.

To close, Westside Economic Alliance on behalf of our members, ask **COO Madrigal and the Metro Council to lean into a Growth Management Decision that is aspirational**. Throughout the region we are hearing alarm bells going off that our growth in the coming

decades will be reliant on in-migration. In-migration can be super charged through smart policy choices. Job growth can be ramped up through smart policy choices. Land readiness can be increased through smart policy choices and investments.

Adopting a high growth population scenario is the first step to unlocking the potential for smart regional policy and investments that will help our region's employers and local jurisdictions realize economic growth and prosperity.

Thank you for your time and commitment to the growth of our region.

Sincerely,



Elizabeth Mazzara Myers, Executive Director

Cc:

[redacted]

Miriam Hanes

From: Elizabeth Mazzara Myers [redacted]
Sent: Thursday, August 22, 2024 10:50 AM
To: Metro 2040; Marissa Madrigal
Cc: Lynn Peterson; Ashton Simpson; Christine Lewis; Duncan Hwang; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan
Subject: [External sender]WEA | Testimony to COO Madrigal re: 2024 Urban Growth Report
Attachments: Metro UGR 2024_Written Testimony to COO_22Aug2024 (2).pdf

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Good morning.

Please accept the attached testimony prepared on behalf of the members of the Westside Economic Alliance.

Thank you.
Elizabeth



Elizabeth Mazzara Myers, **Executive Director**

email: [redacted]
mobile: [redacted]
web: www.WestsideAlliance.org

Miriam Hanes

From: Erik Lukens [redacted]>
Sent: Thursday, July 18, 2024 3:12 PM
To: Metro 2040
Subject: [External sender]attn. Metro Council
Attachments: OBI Sherwood West Letter of Support July 18.pdf

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Dear Metro Council:

Please see attached letter in support of the Sherwood West Concept Plan as proposed from Angela Wilhelms, president and CEO of OBI.

Erik

Erik Lukens | Communications Director
Oregon Business & Industry
[redacted] | Salem, OR 97301-4030 | www.oregonbusinessindustry.com



July 18, 2024

Metro Council
600 NE Grand Ave.
Portland, OR 97232

RE: Support from Oregon Business & Industry for Sherwood West Concept Plan as proposed

Dear Metro Council,

I am writing to express Oregon Business & Industry's strong support for the Sherwood West Concept Plan as proposed. The plan would add badly needed land for housing, industrial and commercial use to Sherwood's urban growth boundary.

Oregon Business & Industry (OBI) is a statewide association representing businesses from a wide variety of industries from all of Oregon's 36 counties. In addition to being the statewide chamber of commerce, OBI is the state affiliate for the National Association of Manufacturers (our Manufacturing Council of Oregon) and the National Retail Federation. Our 1,600+ member companies, more than 80% of which are small businesses, employ more than 250,000 Oregonians. OBI's primary mission is to strengthen the business climate in Oregon.

Oregon relies upon its businesses to provide jobs for Oregonians, tax revenue for government services and many of the other benefits required by vibrant and prosperous communities. Employers need the right conditions to generate jobs and prosperity, however. These conditions include available and affordable land for growth and for housing. Denied adequate land for growth, businesses will invest elsewhere, and the jobs, revenue and other benefits they provide will follow. Unable to find housing they can afford, potential employees will do likewise.

I and my colleagues at OBI talk regularly with our members about impediments to growth and success in Oregon. Almost without exception, they cite a lack of available and ready land for expansion as well as the state's exceptionally high housing costs. The high price of housing in Oregon is in large part a function of the limited availability of buildable land.

The shortage of land routinely costs Oregon jobs and revenue. Earlier this month, the U.S. Department of Energy announced that it would lend Lebanon-based Entek $1.2 billion to finance a factory in Indiana that is expected to generate more than 600 jobs when it opens in 2027. Entek President Kim Medford cited the availability of land in Indiana as one reason for the decision to expand outside of Oregon.

The Sherwood West Concept Plan addresses this widespread problem in the local community. It is the product of a thorough, two-year public process and enjoys the support of the community. I urge you to approve the plan as proposed, which calls for the addition of 340 acres of residential land to the UGB as well as 130 acres of flex industrial land and 135 acres of commercial and hospitality land. The Sherwood community has not been consulted about the proposed conditions of approval, and pursuing them could well erode public support.

The Sherwood West Concept Plan as proposed enjoys the support of the community and Sherwood City Council. It would add badly needed industrial and residential land and, by doing so, improve Oregon's competitiveness. I urge you to adopt it as proposed.

Thank you for the opportunity to comment.

Sincerely,



Angela Wilhelms
President and CEO
Oregon Business & Industry
[redacted]

From: [redacted]
To: [redacted]
Subject: [External sender]UGB expansion
Date: Wednesday, June 28, 2023 7:04:50 PM

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

Please do not expand the UGB anymore. I'm in Wilsonville watching with disappointment the big single family homes being built in Frog Pond West. These homes are not only unaffordable, they're not the high density we need to stop sprawl and address the climate impacts of our communities.

In Wilsonville, we have an empty large parcel, right downtown, that is ripe for high density redevelopment. Much of the city is low rise strip commercial development. We need to remove barriers and create incentives to foster affordable, high density, vibrant mixed use developments within our cities, not to expand the UGB.

Please hold the line.

Respectfully,

Dave W
Wilsonville, OR

Miriam Hanes

From: Kathy Gadinas <[redacted]>
Sent: Monday, August 26, 2024 8:20 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]OPPOSE Sherwood expansion of UGB

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

This household is very much opposed to expanding the Urban Growth Boundary in Sherwood.

According to the Metro's research, there is plenty of industrial land inside the existing UGB for another 20 years. We also have enough vacant land to accommodate new housing and jobs for years if it is planned and developed carefully.

We really enjoy living in Sherwood. It's a beautiful community and would hate to see all the agriculture disappear when it's not necessary.

Please don't expand the UGB.

Thank you.

Kathy Gadinas

August 21, 2024

Lynn Peterson, Chair
Members of the Metro Council
Metro
600 NE Grand Ave.
Portland, OR 97232

Dear Chair Peterson and Members of the Metro Council,

The Sherwood Chamber of Commerce is a vibrant and active organization representing businesses in and around Sherwood with the primary goal of building a strong community. In that light, the Chamber especially appreciates the City of Sherwood's effort to create new business opportunities such as we currently see in the Tonquin Employment Area while also working to expand choices for people to live in Sherwood.

This same foresight is on display with the submittal to Metro of the Sherwood West concept plan, importantly funded in partnership with Metro. The thorough two-year planning process for both the Citizens Advisory Committee (CAC) and the Technical Advisory Committee (TAC) – which Metro representatives where a critical part of - has produced a concept plan that will realize a vision for housing and employment lands embraced by so many during this project.

005166

We commend the work of CAC and TAC for creatively weaving the residential and business needs of current and future Sherwood residents into a unique plan that is created by and for our community. The 200-250 acres of potential employment lands contained in the plan makes a strong statement that the future viability of our community depends on a healthy mix of land uses that will encourage more businesses to locate in our great city while creating desirable communities for people employed by these new businesses to work and live in the city.

The Sherwood Chamber of Commerce supports the City's application and Metro's favorable consideration and adoption of the Sherwood West concept plan, moving forward with an Urban Growth Boundary (UGB) expansion. We appreciate the Metro Council partnering to help make Sherwood the best it can be for many years to come.

Sincerely,

Sherwood Chamber of Commerce

By: Heyke Kirkendall-Baker, President of the Board

Heyke Kirkendall-Baker

Miriam Hanes

From: Sherwood Chamber <[redacted]>
Sent: Tuesday, September 3, 2024 2:23 PM
To: Metro 2040
Cc: Chamber President
Subject: [External sender]Sherwood Chamber of Commerce - Letter of Support
Attachments: Letter of Support - Metro Council.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good afternoon: Please find attached a letter of support for the City of Sherwood expansion project. Thank you. Heyke

--
Sherwood Chamber of Commerce
Office: [redacted]
Web: https://sherwoodchamber.org/

NAIOP
COMMERCIAL REAL ESTATE DEVELOPMENT ASSOCIATION
OREGON CHAPTER

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Jake Sly
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Executive Director
Geoff Horning

August 22, 2024

The Hon. Lynn Peterson, President
Metro Council
600 NE Grand Avenue
Portland, OR

RE: 2024 Urban Growth Report

Dear President Peterson and Councilors:

NAIOP, the Commercial Real Estate Development Association, is one of the leading organizations for developers, investors, owners & operators, brokers, and related professionals in office, industrial and mixed-use real estate throughout the United States, Canada, and Mexico. The Oregon Chapter's members represent a broad and diverse range of companies involved with commercial real estate activities in the Portland metropolitan area, including developers, owners, brokers, and managers, along with other professionals providing legal, finance, title, engineering, architectural, construction, and other services.

Thank you for the opportunity to comment on the draft 2024 Urban Growth Report which is a crucial element in planning for the future of commercial development in the region. Our testimony will focus on two areas:

- Strong support for the boundary expansion proposed by the City of Sherwood which includes our unequivocal endorsement of the findings and conclusions presented by EcoNorthwest in its *Sherwood West UGB Assessment* document found in Appendix 9;
- Concerns with the UGR's estimates of supply and capacity of industrial land

I. Support for Sherwood West UGB Expansion Proposal/Endorsement of EcoNorthwest Findings and Conclusions

NAIOP Oregon member representatives have been involved in Sherwood's planning process for the Sherwood West area for more than two years, and we very much appreciate the extensive time and effort the City has devoted to careful development of a plan that will provide much needed additional land for employment and housing. The Sherwood West Concept Plan includes land for housing, schools and civic facilities, park space, and 265 net acres for employment uses that would support about 4,500 new jobs. We strongly endorse the findings of ECONorthwest that this area has regionally

unique characteristics that would be very attractive to industrial development, including 40-to-50-acre parcels, minimal site aggregation, slopes under 5 percent, and access to Interstate 5.

Our industrial market members have long been well aware of ECONorthwest's finding that, unlike in the office and retail markets, vacancy rates for the industrial sector in the region are below 5%. This is an extremely low number and, with continuing strong demand for this type of space, has spurred a more than 20% increase in industrial rents over the last five years. These two trend lines are even more pronounced within Washington County, where the vacancy rate dipped to 2.5% in 2023 and rents increased 23%.

As ECONorthwest found, "A diverse regional market supply of sites is essential to maintaining an equilibrium in market pricing and to supporting a broad range of industries." Without such a supply, the Portland metropolitan region will be unable to compete with other national markets and will be passed over by employers looking for new locations and expansion opportunities.

The Sherwood West area fulfills this need quite well with its unique set of features as listed above by the ECONorthwest analysis. Also, it should be noted that Sherwood West is within an acknowledged Urban Reserve that was designated 14 years ago after an intensive public process to identify and compare parcels most suitable for UGB expansion and future urbanization. Expansion of the UGB to include Sherwood West is a logical and appropriate next step to ensure that the region is able to satisfy regional industrial land needs for the next twenty years.

II. Concerns with the UGR's estimates of supply and capacity of industrial land

A. Slopes and Parcel Size. According to the UGR, there are currently 5,950 acres of buildable industrial land within the region. This number, however, seriously overstates the realistic development potential for these lands since it includes properties with slopes of up to 25%, which is much steeper than is acceptable for industrial uses (the 25% slope standard is derived from Oregon Administrative Rules specifically pertaining only to residential land). A more accurate approach would be to use the acreage for "unconstrained" parcels shown on Table 5 of Appendix 6 which deducts those areas where 10% or less of the taxlot is up to a 7% slope. This amounts to 2,839 acres, but is also problematic since the average parcel size is 1.05 acres, much smaller than is typically seen for industrial development.

According to data from CoStar, since 2018 there have been 137 industrial buildings constructed within the UGB and Clark County. As shown in the table below, those 137 buildings had 21,834,448 total square-feet of net rentable area, with a total land area of 1,678 acres.

New Industrial Construction 2018-24 Within Portland UGB and Clark County, Washington	
Total Building Net Rentable Area	21,834,448 sq. ft.
Total Land Area	1,678 acres
Average Building Size	159,376 sq. ft.
Median Building Size	105,986 sq. ft.
Average Land Area	12.25 acres
Median Land Area	8.44 acres

As can be seen from these numbers, the average and median land area size of 12.25 and 8.44 acres for industrial developments over the last six years is far larger than the 1.05 acre average lot size seen in Table 5 of Appendix 6 in the UGR. This disparity is further reinforced by data presented in ECONorthwest's Sherwood West UGB Assessment (Appendix 9 of the UGR) regarding the size of industrial buildings constructed. According to the report, "Between 2019 and 2023, 7 million square feet of industrial buildings (sized 100,000 square feet or larger) were developed in the region across 33 buildings. This indicates that 39 percent of the industrial buildings built between 2019 and 2023 equal or are greater to 100,000 square feet, which shows the trend towards new industrial companies needing larger spaces."[1]

We would urge the Council to direct staff to develop recommendations for further reductions in projected industrial land capacity after taking into consideration the steep slopes and the extremely small average taxlot size of the buildable industrial acreage.

B. Projected Infill Industrial Development. A further problem with the 5,950-acre total amount of buildable industrial land is that 3,252 acres (55%) are projected to come from infill development of sites that are already considered developed. Only 2,574 acres (43%) are actual vacant, undeveloped sites. The infill projection is very aggressive for such remnant parcels and begs the question of what the historical rate of industrial infill has been.

We urge the Council to direct staff to produce this information so that it can be compared with projections for the future.

Thank you for the opportunity to comment on the Urban Growth Report and we appreciate the outreach efforts of your staff to brief in responding to our questions. Please let us know if we can provide any additional information.

Sincerely,

Kelly Ross
Public Affairs Consultant

[1] *Sherwood West UGB Assessment*, ECONorthwest, Urban Growth Report Appendix 9, page 8.

Miriam Hanes

From: [redacted]
Sent: Wednesday, September 4, 2024 1:27 PM
To: Metro 2040
Subject: [External sender]NAIOP Testimony re UGR
Attachments: NAIOP Letter to Metro re 2024 UGR.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Please find attached NAIOP's testimony regarding the 2024 UGR.

NAIOP
COMMERCIAL REAL ESTATE DEVELOPMENT ASSOCIATION
OREGON CHAPTER

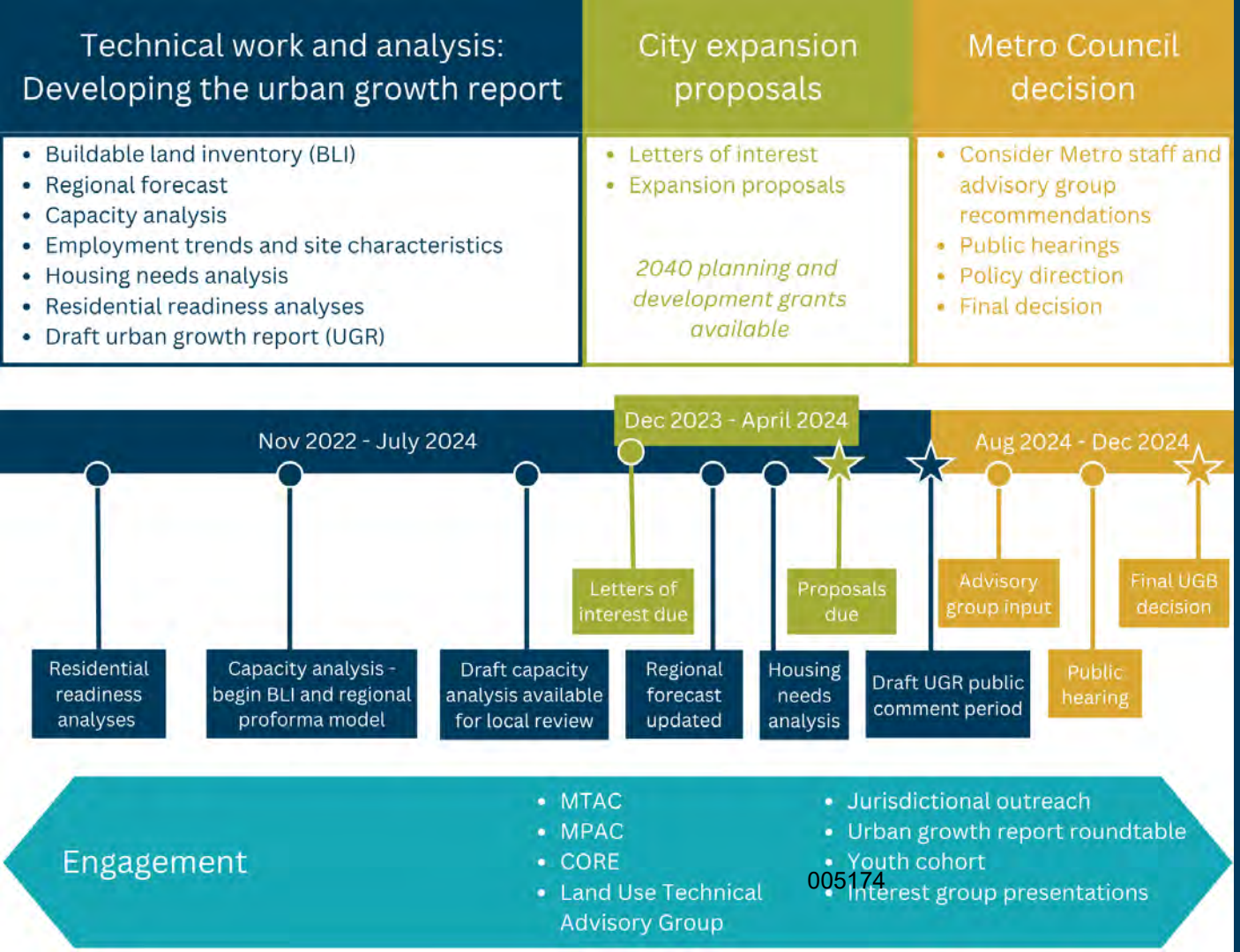
Kelly Ross, Public Affairs Consultant
[redacted]

Materials following this page were distributed at the meeting.

Urban growth management: COO/Staff Recommendations

Council work session
September 12, 2024

Project timeline



	July	August	September	October	November	December
Council	Discussion of draft Urban Growth Report *released July 9*	Public comment survey available until August 22 COO/Staff recommendation released August 26	**Public hearing** on COO/Staff recommendation	Council direction on intended decision	Council first reading; **public hearing**	**Council second reading; final decision**
MPAC			Discuss COO/Staff recommendation; *Recommendation to Council*			
MTAC			Discuss COO/Staff recommendation; *Recommendation to MPAC*			
CORE	Discussion with Sherwood staff		Discuss COO/Staff recommendation; *Recommendation to Council*			

Public comment survey themes

- Optimism about **future growth potential**
- Interest in **more housing and job opportunities** in Sherwood
- Importance of **housing affordability**
- **Housing choices** for seniors, young families and other demographic groups
- Impacts of a potential UGB expansion on **traffic,** due to lack of transit options in Sherwood
- Impacts on **farmland and agricultural activities**
- Impacts on the **environment and climate change**
- Impacts of new development on existing **public infrastructure**
- Use **land within the UGB** before expanding

Housing capacity gap range

- UGB housing capacity deficits: 1,000 – 5,300 homes

Table 4. Sherwood West Housing Estimates

	Density Range (Net)	Total Acres (Net)	% of Residential Acres	Total Housing Units (with % of Middle Housing in Neighborhood areas) 0% MH	10% MH	20% MH	50% MH
Multi-Family	16.8 to 24	33	*10%*	798	798	798	798
Middle Housing	5.5 to 11	16	*5%*	173	173	173	173
Cottage Cluster	12.8 to 16	23	*7%*	362	362	362	362
Med/High Density Nbhd	5.5 to 11	23	*7%*	248	279	311	406
Medium-Density Nbhd	5.6 to 8	102	*30%*	816	990	1,163	1,683
Low-Density Nbhd	3.5 to 5	144	*42%*	720	1,008	1,296	2,160
TOTAL		**340**	***100%***	**3,117**	**3,610**	**4,103**	**5,582**
Total Average Density				*9.2*	*10.6*	*12.1*	*16.4*
Total Average Density with Open Space				*7.8*	*9.0*	*10.3*	*13.9*

Need for large industrial sites

- Current surplus of industrial land, however, at smaller sizes
  - Average lot size: 3.8 acres; Median lot size: 1.7 acres
- 2022 Oregon Semiconductor Taskforce Report
  - Statewide need for four sites of 50 – 100 acres suitable for high tech manufacturers

Recommendations: Sherwood West



Expand the UGB to include Sherwood West urban reserve

Conditions of approval

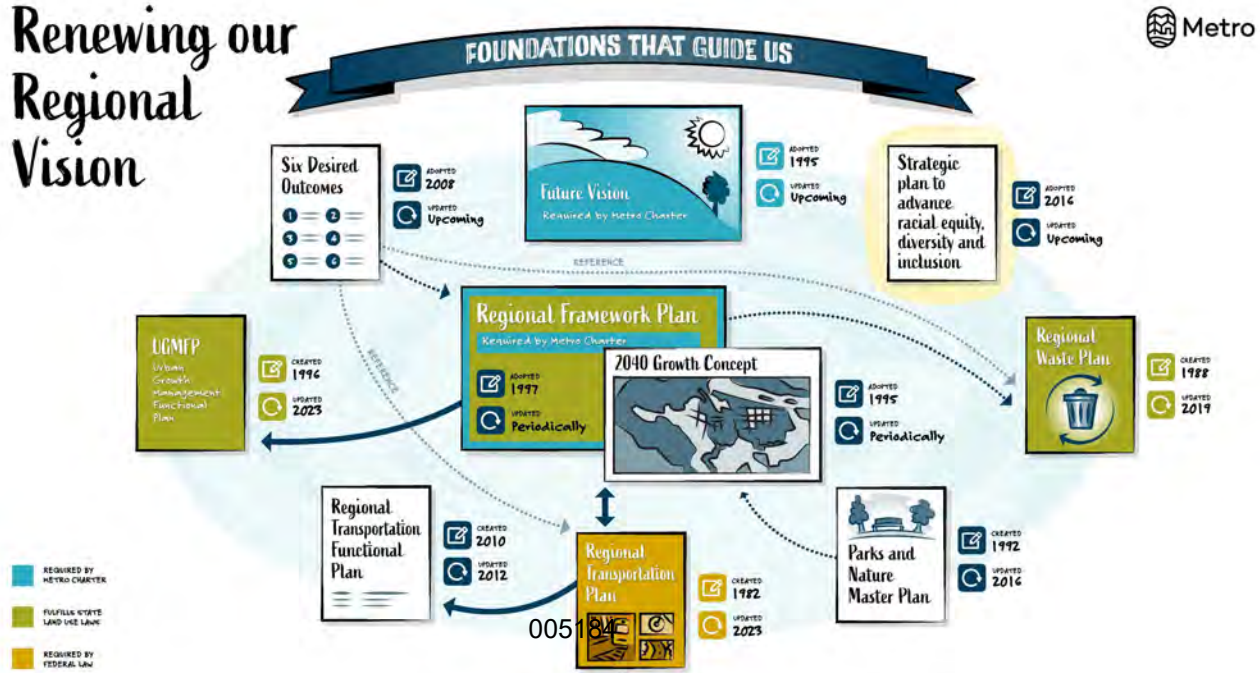
- Minimum number of housing units
- Housing affordability
- Protections for large industrial sites to grow the region’s high-tech manufacturing sector
- Broad based community engagement
- Tribal consultation

Additional recommendations

Revise how we accounted for slopes on employment lands

- DLCD advised Metro to use a 10% slope threshold when inventorying buildable employment lands

Update the region's vision for its future



Improve how we assess equity in growth management decisions

- Possible amendments to Title 11 of the Urban Growth Management Functional Plan to require local governments to complete equity assessments when concept planning for new urban areas

Consult with Tribes

- Identify possible requirements for local governments to consult with Tribes when concept planning and comprehensive planning new urban areas
- Identify opportunities to ensure and improve Metro's Urban Growth Report technical analyses are inclusive of relevant tribal priorities, expertise, and data sets

Next steps

- We need your guidance – what are your initial thoughts about these topics for conditions of approval?
- Council public hearing on COO/Staff recommendation: September 26th

oregonmetro.gov



Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Thursday, September 12, 2024 10:02 PM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#252]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Andre Fortin
Email *	afortin85@gmail.com
Address	2015 SE Grant St 2015 SE Grant St Portland, Oregon 97214 United States
Your testimony	Do not expand the current urban growth boundary!
Is your testimony related to an item on an upcoming agenda? *	Yes

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Thursday, September 12, 2024 6:03 PM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#250]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Jordan Del Valle Tonoian
Email *	metro@jordandt.com
Address	245 SW LINCOLN ST, APT 4419 APT 4419 Portland, OREGON 97201 United States
Your testimony	REJECT UGB expansion proposal from City of Sherwood.
Is your testimony related to an item on an upcoming agenda? *	Yes

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Thursday, September 12, 2024 10:02 PM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#252]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Andre Fortin
Email *	afortin85@gmail.com
Address	2015 SE Grant St 2015 SE Grant St Portland, Oregon 97214 United States
Your testimony	Do not expand the current urban growth boundary!
Is your testimony related to an item on an upcoming agenda? *	Yes

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Thursday, September 12, 2024 6:03 PM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#250]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Jordan Del Valle Tonoian
Email *	metro@jordandt.com
Address	245 SW LINCOLN ST, APT 4419 APT 4419 Portland, OREGON 97201 United States
Your testimony	REJECT UGB expansion proposal from City of Sherwood.
Is your testimony related to an item on an upcoming agenda? *	Yes

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

September 11, 2024

MEMBERS PRESENT	AFFILIATION
Sharon Meieran	Multnomah County
Alison Tivnon	Second Largest City in Washington County
Kristin Greene	Oregon Department of Land Conservation and Development
Mark Shull	Clackamas County
Thomas Kim	TriMet
Tim Rosener	Other Cities in Washington County
Pam Treece (Chair)	Washington County
Mary Nolan	Metro Council
Brett Sherman	City of Happy Valley, Other Cities in Clackamas County
Omar Qutub	Citizen of Multnomah County
Gerritt Rosenthal	Metro Council
Sherry French	Special Districts in Clackamas County
Joe Buck	City of Lake Oswego, Largest City in Clackamas County
Keith Kudrna	Other Cities in Multnomah County
Duncan Hwang	Metro Council
Steve Callaway	Largest City in Washington County

MEMBERS EXCUSED	AFFILIATION
Ty Stober	City of Vancouver
Emerald Bogue	Port of Portland
Glen Yung	Clark County
Luis Nava	Citizen of Washington County
Denyse McGriff	Largest City in Clackamas County
Vince Jones-Dixon	City of Gresham, Second Largest City in Multnomah County
Ted Wheeler	City of Portland
Brian Hodson	City in Clackamas County outside UGB
James Fage	City in Washington County outside UGB
Terri Preeg Riggsby	Special Districts in Multnomah County
Carmen Rubio	City of Portland
Ed Gronke	Citizen of Clackamas County
Susan Greenberg	Governing Body of a School District

ALTERNATES PRESENT	AFFILIATION
Laura Kelly	Oregon Department of Land Conservation and Development
Anthony Martin	Largest City in Washington County
Eric Engstrom	City of Portland

OTHERS PRESENT: Stephen Roberts, Kevin Cook, Adam Torres, Medha Pulla, Jessica Pelz, Eric Rutledge, Bruce Coleman, Dan Rutzick, Tom Armstrong, Anna Slatinsky, Jim Duggan, Scott Eisenstein, Marc Farrar, Mary Kyle McCurdy, Beth Cooke, Jeffrey Kleinman, Kelly Ross, Kelly Ritz, Diego Murphy-Mendez, Christina Ghan, Fiona Lyon, Glen Bolen, Hayley Still, Al Jeck

STAFF: Georgia Langer, Sam Hart, Roger Alfred, Catherine Ciarlo, Malu Wilkinson, Ted Reid, Jaye Cromwell, Eyrn Kehe, Ted Reid, Marissa Grass, Kim Ellis, Anneliese Koehler

1. CALL TO ORDER, INTRODUCTIONS, CHAIR COMMUNICATIONS

MPAC Chair Pam Treece called the meeting to order at 5:00 PM.

Metro staff Georgia Langer (she/they) called the role.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

MPAC Chair Pam Treece read aloud the instructions for providing public testimony.

Kelly Ritz – Testified in favor of the Sherwood UGB expansion, and, as a local homebuilder and developer, she urged Metro not to add too many conditions to the approval process. She noted the housing crisis and the importance of this step to plan ahead.

Seeing no further testimony, Chair Treece moved onto the next agenda item.

3. COUNCIL UPDATES

Councilor Rosenthal gave updates on Metro's housing, parks, and planning efforts. The Council is reviewing recommendations for future housing funding, including permitting reforms and a potential 2025 ballot measure for homeless services and affordable housing. Feedback from county partners and community advocates is being gathered, with possible legislation expected this fall. At Blue Lake Park, summer improvements facilitated water activities, and a public survey on the park's renovation is ongoing. In waste management, Metro staff will present plans for system facilities, policy changes, and budget development at the upcoming MPAC meeting. Additionally, Community Placemaking grants are available for equity-centered, arts-based projects.

With no further discussion, Chair Pam Treece moved to the Council Update.

4. CONSENT AGENDA – NO QUORUM

Chair Treece noted that there was one item on the consent agenda: Metro Technical Advisory Committee (MTAC) Nominations for Member/Alternative Member Positions.

Due to lack of quorum, Chair Pam Treece moved the consent agenda to the next meeting.

5. INFORMATION/ DISCUSSION ITEMS

5.1 2024 UGM Decision: Metro Chief Operating Officer/Staff recommendation and public comment feedback

Chair Treece introduced Eryn Kehe, Urban Policy and Development Manager, Metro, and Ted Reid, Principal Regional Planner, Metro, to present on the topic.

Presentation summary:

Presenters outlined the Urban Growth Boundary (UGB) decision process, focusing on the Chief Operating Officer (COO) and staff recommendations. They introduced the recommendations, discussed the public comment report, and detailed the COO's recommendation to add Sherwood West to the UGB to address housing needs, emphasizing conditions like minimum housing density and large industrial site protections. Presenters also highlighted the importance of community engagement, tribal consultation, and the need to update Metro's long-term regional planning strategies.

The presentation highlighted the complexities of planning housing in Sherwood, especially in light of House Bill 2001, which gives developers flexibility in housing types, complicating precise projections. The city aims to address regional housing needs while preserving its unique character, focusing on expanding middle housing options like duplexes and cottage clusters. Sherwood is also working to provide more affordable housing and reduce long commutes by creating local job opportunities.

MPAC Member Discussion:

Mayor Tim Roesner expressed support for the recommendation and provided additional context on how this process relates to Sherwood's wider goals. He noted that rather than choosing to turn single-family zones into middle-housing zones, they have chosen to expand into new areas that can be denser to increase the housing stock and improve affordability without compromising what they already have. He hoped to ease the fears of tension between Metro and Sherwood.

Chair Treece asked the group if they agreed with the recommendation to add Sherwood West to the UGB.

Vice Chair Brett Sherman expressed tentative for the sake of expanding both industrial areas and housing stock in a region needing more housing.

Mayor Joe Buck noted community opposition to expansion and denser housing, and commended staff members for getting the community on board with this project through successful engagement efforts. He also asked if the Sherwood concept plan met Metro's conditions for approval. Eryn Kehe responded that Metro works with their partners to ensure that their approval conditions are in line with the project's goals as well as the region's goals. Mayor Buck noted the balance between Metro's control and overburdening municipalities with requirements.

Eric Engstrom, standing in for Commissioner Rubio, expressed appreciation for the discussion and noted that the City of Portland would prefer a higher density requirement, but that he understands the obstacles to that.

Alison Tivnon expressed support for Sherwood's plan, applauding their intentional approach and community outreach efforts, and emphasized the importance of letting the local jurisdictions take the lead on these types of projects.

Chair Treece asked the group if they agree with the categories identified in the recommendation.

Vice Chair Sherman asked for clarification on the slope threshold numbers, and presenters gave more detail. He expressed support for all the categories.

Mayor Rosener also expressed support for the categories, appreciated staff for getting the slope threshold number down, and noted industrial land vacancies. He also suggested a 'truth on the ground' database as a regional resource for land use decisions.

Councilor Gerritt Rosenthal inquired about Sherwood's broadband fiber program and their ability to meet water/sewer needs of new developments. Mayor Rosener noted Sherwood's access to plenty of clean water, as well as a solid plan for sewer needs.

Mayor Steve Callaway inquired about the details for assessing equity in their requirements. Kehe noted that any major changes would come back to MPAC for discussion, and also explained the opportunity Metro has to ensure that an equity lens is used in access to new developments.

Councilor Mary Nolan brought up affordability, emphasizing that housing development alone will not solve the region's housing crisis if it is not affordable. Chair Treece clarified that Sherwood intended to work with other funding sources to establish the ability to create affordable units in their plan. Vice Chair Sherman agreed with Councilor Nolan, and explained how external funding sources are the only way to ensure new units can be affordable, because the market is not providing it on its own. Mayor Rosener reiterated Sherman's points and the intention Sherwood must find external funding sources to make affordable expansion possible.

Commissioner Sharon Meieran asked how the community will continue to be engaged in this conversation, specifically those who have not historically been engaged.

Vice Chair Sherman gave some examples of situations where adjustments would need to be made with developers, and asked if this plan would allow for that kind of flexibility. Mayor Roesner reassured the committee that there has already been interest in industrial development of the land in discussion.

Mayor Buck appreciated the way this process has been handled, but also noted that this process has been the same for this region for a long time and there is still an extreme housing shortage, and asked if they are doing it differently this time. Presenters agreed that is something they should continue to think about.

Kirstin Greene expressed support for the tribal consultation condition, and gave some additional context.

Commissioner Mark Shull recommended an analysis of already available land for site readiness, and presenters clarified that they agree but they are also concerned with a 20-year land supply.

Seeing no further discussion, MPAC Chair Treece moved onto the next agenda item

6. ADJOURN

Chair Pam Treece adjourned the meeting at 7:00 pm.

Respectfully Submitted,

Sam Hart

Sam Hart
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF September 24, 2024

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
5.1	Presentation	09/11/2024	UGM Decision COO Recommendation Presentation	091124m-01

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Metro Policy Advisory Committee (MPAC) agenda

Wednesday, September 11, 2024 **5:00 PM** **https://zoom.us/j/95889916633 (Webinar ID: 958 8991 6633)**

1. Call To Order, Declaration of a Quorum & Introductions (5:00PM)

Please note: This meeting will be held online. You can join the meeting on your computer or other device by using this link: https://zoom.us/j/95889916633 or by calling +1 669 900 6128 or +1 877 853 5257 (Toll Free).

If you wish to attend the meeting, but do not have the ability to attend by phone or computer, please contact the Legislative Coordinator at least 24 hours before the noticed meeting time by phone at 503-813-7591 or email at legislativecoordinator@oregonmetro.gov.

2. Public Communication on Agenda Items (5:05PM)

Public comment may be submitted in writing and will also be heard by electronic communication (video conference or telephone). Written comments should be submitted electronically by mailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 pm on the Wednesday before the meeting will be provided to the committee prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the item on which you wish to testify; or (b) registering by email by sending your name and the item on which you wish to testify to legislativecoordinator@oregonmetro.gov.

Those requesting to comment during the meeting can do so by using the “Raise Hand” feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Council Update (5:10PM)

4. Consent Agenda (5:20PM)

4.1 Metro Technical Advisory Committee (MTAC) Nominations for Member/Alternative Member Positions — COM 24-0830

Attachments: MPAC Worksheet
MTAC Nominations Memo
Attachment 1

5. Information/Discussion Items (5:25PM)

5.1 2024 UGM Decision: Metro Chief Operating Officer/Staff recommendation and public comment feedback — COM 24-0831

Presenter(s): Eryn Kehe, she/her
Ted Reid, he/him
Laura Combs, she/her

Attachments: MPAC Worksheet
Attachment 1
Attachment 2 - DRAFT UGR Summer 2024 Public Comment Report

6. Adjourn (6:10)

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January 2021

5.1 2024 UGM Decision: Metro Chief Operating Officer/

Staff recommendation and public comment feedback

Consent Agenda

Metro Policy Advisory Committee
Wednesday, September 11th, 2024

MPAC Worksheet

Agenda Item Title: 2024 UGM Decision: Metro Chief Operating Officer/Staff recommendation and public comment feedback

Presenters: Eryn Kehe, she/her; Ted Reid, he/him; Laura Combs, she/her

Contact for this worksheet/presentation: Laura Combs, she/her

Purpose/Objective
The purpose of this item is to continue MPAC's engagement in growth management topics so that it is prepared to advise the Metro Council on its regional growth management decision in late 2024.

Under state law, Metro must assess – at least every six years – whether there is a regional need to expand the urban growth boundary (UGB) to ensure adequate room for 20 years of expected housing and job growth. UGB expansions are only allowed if there is a demonstrated regional need for more land.

To assess the growth capacity of the existing UGB, Metro worked with cities and counties to inventory buildable land and used a financial feasibility model to estimate how much housing or job development may occur on already developed lands over the next two decades. To assess future demand, Metro staff prepared the regional population, household, and employment forecast and discussed how those forecasts are used for a regional housing needs analysis and the employment land demand analysis. Additionally, Metro staff completed a supplemental employment analysis specific to the Sherwood West expansion proposal to understand if the proposed expansion area offers specific site characteristics to meet regional needs for large, flat industrial sites that cannot reasonably be met with other lands inside the UGB.

This collection of technical analyses presented to MPAC throughout the year formed the draft 2024 Urban Growth Report (UGR), which was released to the public on July 9, 2024. Additionally, a public comment survey was available from July 9 – August 22 to gather feedback about the draft UGR and the Sherwood West expansion proposal. A public comment summary report will be available for MPAC's review and consideration as a part of this meeting.

Part of MPAC's decision-making process is consideration and discussion of the Metro Chief Operating Officer/Staff recommendations. These recommendations include a point of view about where to fall in the housing and employment capacity gap ranges provided within the draft Urban Growth Report and a recommendation about the proposed Sherwood West expansion area. At the September 11 meeting, staff will review the key elements of the recommendations and answer questions about the next steps for MPAC's growth management decision.

Outcome
MPAC members ask questions regarding the Metro COO/Staff Recommendations and potential topics for conditions of approval and their role in the next steps of the decision-making process.

MPAC may begin discussions about their thoughts on potential conditions of approval and the choice around the proposed expansion area. At an additional meeting on September 25, MPAC will hear recommendations from MTAC regarding the expansion and potential conditions of approval. By the end of that meeting, MPAC will finalize their own recommendations to Metro Council ahead of the public hearing on the COO/Staff Recommendation at the end of September.

What has changed since MPAC last considered this issue/item?

At the July 24, 2024 meeting, MPAC discussed the draft UGR. Since this meeting, Metro staff held a public comment period on the draft UGR and compiled the Metro COO/Staff Recommendations on the Sherwood West expansion proposal and the potential topic areas for conditions of approval.

What packet material do you plan to include?

- 2024 Urban Growth Management Decision: Metro COO/Staff Recommendation
- Public comment summary report will be made available by September 5

2024 Urban Growth Management Decision: Metro Chief Operating Officer/Staff Recommendations

August 26, 2024

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TABLE OF CONTENTS

LIST OF ACRONYMS I
A DELIBERATE APPROACH TO GROWTH 1
ADAPTING AND IMPROVING OUR GROWTH MANAGEMENT PROCESS 2
CITY OF SHERWOOD READINESS 3
THE REGION NEEDS MORE HOUSING OF ALL TYPES 5
REGIONAL NEED FOR UGB EXPANSIONS FOR HOUSING 5
PLANNING FOR JOB GROWTH 7
NEED FOR LARGE INDUSTRIAL SITES TO ACCOMMODATE HIGH-TECH MANUFACTURING GROWTH 7
ADDITIONAL LANDS TO SUPPORT COMMERCIAL JOB GROWTH 8
POTENTIAL UGB CONDITIONS OF APPROVAL 8
ADDITIONAL RECOMMENDATIONS 9
Improve how we assess equity in growth management decisions 9
Consult with Tribes 9
Revise how we accounted for slopes on employment lands 10
Update the region's vision for its future 10
PUBLIC COMMENTS 11
TIMELINE (SUBJECT TO CHANGE) 12
ATTACHMENT 1: HOUSING CAPACITY, NEED, AND DEFICIT ASSUMPTION DETAILS 13

LIST OF ACRONYMS

The following is a list of acronyms used throughout this document.

COO: Metro Chief Operating Officer
CORE: Committee on Racial Equity
MPAC: Metro Policy Advisory Committee
MTAC: Metro Technical Advisory Committee
UGB: urban growth boundary
UGR: Urban Growth Report

A DELIBERATE APPROACH TO GROWTH

Under Oregon state land use law, the Metro Regional Government ("Metro") is charged with making decisions about whether to expand the urban growth boundary (UGB) in the greater Portland region. This communication from Metro's Chief Operating Officer contains the staff recommendation to the Metro Council regarding the need for a UGB expansion and the City of Sherwood's 2024 proposal to address that need.

The urban growth boundary has long been one of Metro's most important tools for focusing the development of new homes and businesses in existing downtowns, main streets, and employment areas. Residents of the region have told us time and again to hold this priority: make the most of the land inside the boundary so that outward growth on the urban edge only happens when it is necessary and provides benefit for the entire region. This deliberate approach is crucial for strengthening existing communities, protecting farms and forests, and reducing greenhouse gas emissions.

According to state law, Metro is required to make a decision about whether to expand the UGB at least every six years. In making these decisions, Metro must provide up-to-date information about demographics, population and employment growth, development trends, and estimates of buildable land inside the UGB. This thorough assessment of whether there is a regional need for expanding the UGB is not only required by law – it is central to the greater Portland region's identity. When new growth occurs at the edges of the urban growth boundary, it should be necessary, planned, and deliberate.

Today, the greater Portland region is facing a housing shortage crisis. In addition, there is agreement across the region that attracting more family-wage industrial jobs will help our communities thrive. However, it is also clear that simply providing more land won't necessarily result in jobs and housing. Experience has shown that certain conditions must be in place to ensure that UGB expansion areas produce housing and jobs in a near term time frame. Time and time again we have seen that development occurs successfully where there is a commitment from city leaders and community members, where there is a plan for paying for needed infrastructure, and where there is market demand. If these ingredients aren't present, new urban growth is extremely slow if it happens at all.

For those reasons, in 2010 the Metro Council adopted a policy to only expand the UGB into urban reserve areas that have been concept planned by a local government and that demonstrate readiness to be developed. In the current 2024 UGB cycle, the City of Sherwood is the only city that has prepared a concept plan and proposed a UGB expansion, and they have shown that these elements are in place. Sherwood's readiness for new urban growth provides an opportunity to address the regional land needs identified in the draft 2024 Urban Growth Report (UGR).

Consequently, Metro staff recommend that the Metro Council consider expanding the UGB to include the Sherwood West urban reserve. Staff further recommend that the Council consider placing conditions on this expansion to ensure that the land is used efficiently and will support regionally identified needs. These conditions could reinforce the City of Sherwood's concept plan for the expansion area by improving housing affordability and protecting industrial lands so that they produce well-paying jobs in the manufacturing sector.

The information that follows sets out the reasoning behind this recommendation and lays the groundwork for the Metro Council to consider potential conditions of approval.

ADAPTING AND IMPROVING OUR GROWTH MANAGEMENT PROCESS

Our region's deliberate approach to growth has paid dividends for people who call this region home by helping to maintain a unique connection to nature and a high quality of life. However, as the world changes, our approach to managing growth must change too. In response to evolving needs and conditions over the years, Metro and its partners have collaborated to make improvements to the urban growth management process such as:

- Working with our regional partners to identify designated urban reserves and rural reserves that provide certainty about where the UGB may or may not be expanded over the coming decades.
- Using a 'range' forecast to acknowledge that there is inherent uncertainty in estimating future growth over the next 20 years.
- Encouraging more timely housing and business development in UGB expansion areas by requiring that a local jurisdiction complete a concept plan for an urban reserve before the area is brought into the boundary.
- Providing grant funding to cities to support local concept planning and comprehensive planning efforts.
- Adopting a fast-track expansion process for adding large industrial sites to the UGB to respond to near term opportunities.
- Providing an off-cycle UGB amendment process to address unanticipated non-residential land needs such as those identified by school districts.
- Creating a mid-cycle UGB process to be responsive to city proposals for addressing unanticipated residential land needs between the designated 6-year scheduled approval process.
- Clearly specifying in Metro's Code the factors that cities must address in UGB expansion proposals.
- Completing a land exchange in 2023 that brought concept planned land within an urban reserve inside the UGB and removed unplanned land to ensure more of the land inside the UGB will produce housing.

- Continually improving technical analyses to reflect new practices, including how to forecast redevelopment potential and estimate current and future housing needs.
- Examining regional needs for industrial lands with specific site characteristics and applying that information to evaluate expansion proposals.
- As with the forecast, using a range of estimates to acknowledge the inherent uncertainty in predicting growth capacity within the UGB.
- Increasing transparency by convening the 2024 Urban Growth Report Roundtable, comprised of diverse expertise and interests.
- Elevating youth perspectives and building future leaders by convening a UGB Youth Cohort in 2024.

One of the characteristics that makes our region unique is our ability to collaborate and work together to adapt and modernize our systems to respond to changing conditions.

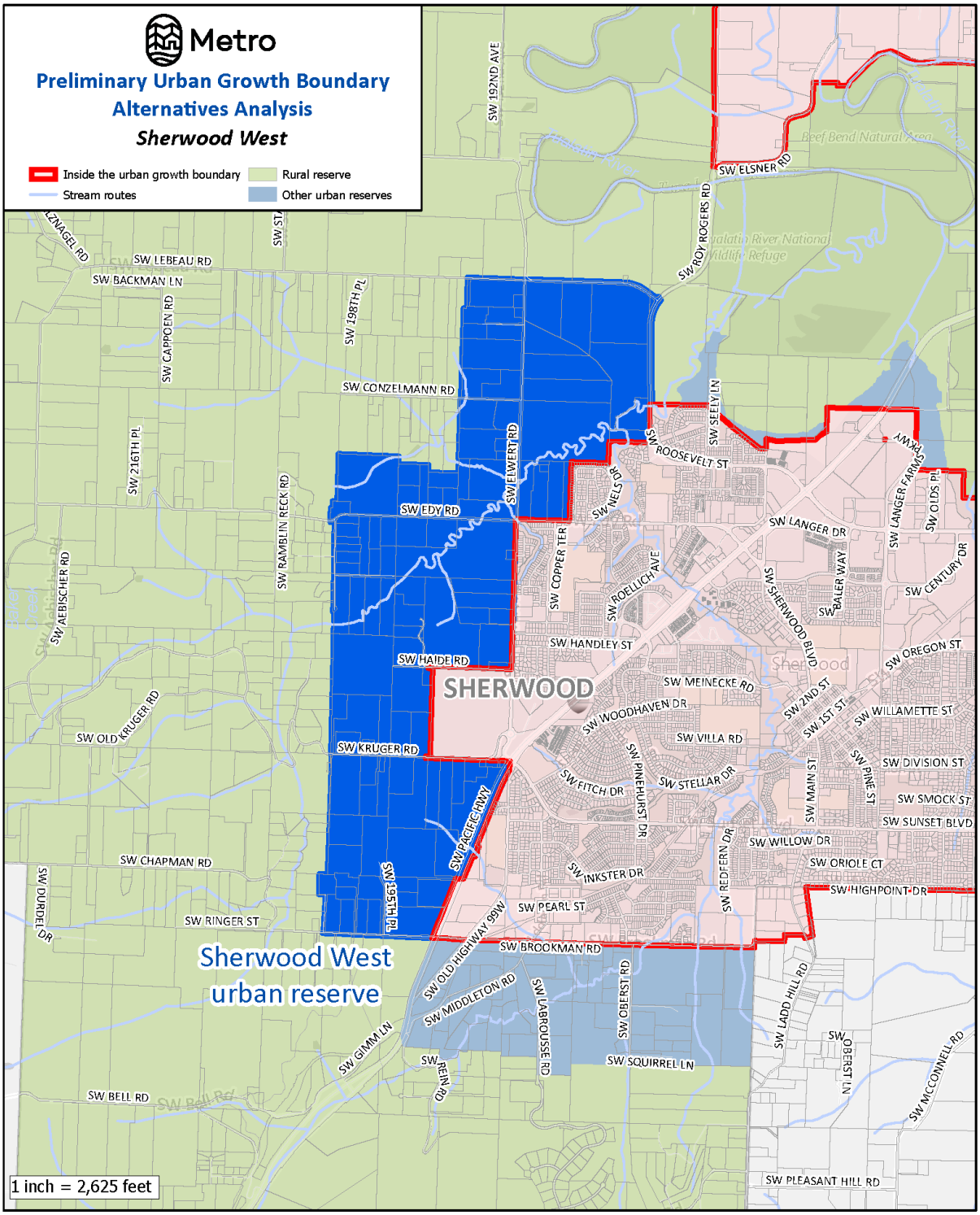
CITY OF SHERWOOD READINESS

Based on the draft 2024 Urban Growth Report (UGR) in addition to discussions at the Metro Council, MPAC, MTAC and the Urban Growth Report Roundtable as well as comments received during the public comment period, Metro staff believe there is a regional need to expand the UGB to provide more land for housing and job growth. Staff also encourage the Metro Council to set clear expectations for areas added to the boundary, so the expansion addresses not just local interests, but regional needs.

The City of Sherwood has completed extensive work to propose a UGB expansion for the Metro Council's consideration. The expansion proposal indicates that Sherwood is ready to take meaningful steps toward getting homes and businesses built in the proposed UGB expansion area. The Sherwood West Concept Plan includes proposed land uses to support up to approximately 5,500 housing units and 4,500 jobs. For those reasons, staff recommend that the Metro Council consider expanding the region's UGB to include the Sherwood West urban reserve.

Considerable work remains if the Metro Council chooses to add this area to the UGB. As part of this recommendation, staff encourage the Council to identify conditions ensuring that land added to the UGB will address a range of housing needs and provide industrial sites likely to attract family wage manufacturing jobs.

Figure 1: Recommended UGB expansion in the Sherwood West urban reserve



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The following pages of this report describe additional considerations that inform this staff recommendation.

THE REGION NEEDS MORE HOUSING OF ALL TYPES

It is well known that there is a national housing shortage, as well as housing shortages in Oregon and in the greater Portland region. This is reflected in housing prices and rents that remain high and in the growing number of people experiencing housing instability or houselessness. With the expectation that population growth will continue in our region – irrespective of the rate of that growth – we need more housing to be built.

The vitality of every community depends on having a diverse range of people from all backgrounds doing a broad range of work: teachers, contractors, daycare providers, nurses, and grocery store workers to name a few. As home prices rise and demand outstrips supply, we need to do more to provide housing opportunities for these essential workers in every community. Likewise, we need to provide housing options that suit people from all life stages: students seeking rental housing, growing families that need an additional bedroom, retirees seeking to downsize but remain in their community.

The primary question addressed by the Urban Growth Report is not just whether more housing is needed but whether there is enough space inside the existing UGB to meet that need. Land already available within the UGB provides opportunities for a diverse range of housing. The region's track record, as documented in the 2024 UGR, shows that there is considerable market demand for urban housing close to transit, services, and amenities. Recent statewide allowances for 'middle housing' such as townhouses and duplexes are producing results, and we expect that more of these housing options will be provided in the future.

The draft UGR also indicates that, depending on our assumptions about the future, there is potentially a need for additional land to meet the region's need for additional housing. As we consider bringing new areas into the UGB, we must make sure those areas will address the needs of a wide variety of households.

REGIONAL NEED FOR UGB EXPANSIONS FOR HOUSING

Under state law, the UGB can only be expanded when there is a demonstrated regional need for additional capacity to accommodate the next 20 years of forecasted growth. The analysis in the draft 2024 UGR's range of growth estimates shows that the Metro Council has the latitude to determine that a need for more land exists.

Housing capacity

The draft 2024 UGR describes a range of possible housing growth capacity currently available within the urban growth boundary. The specific amount of housing capacity available within that range depends on expected market conditions and development responses. Consistent with the recommendation to plan for the baseline forecast described in the following

paragraph, staff recommend capacity assumptions that fall within the middle of the ranges established in the draft 2024 UGR.

For the 2024 growth management decision, staff recommend that the Metro Council base their decision on a finding that there is capacity inside the UGB for 175,500 additional homes. Details about that assumed growth capacity can be found in Attachment 1 to this recommendation and in the draft 2024 UGR.

Household forecast and capture rate

As a basis for this growth management decision, staff recommend that the Metro Council plan for the baseline forecast for the seven-county Metropolitan Statistical Area (MSA) for the 2024 to 2044 period. The baseline forecast describes the most likely amount of growth for the region. This means planning for approximately 315,000 more people and 203,500 more households in the MSA.

The UGB "capture rate" is used to describe the share of seven-county household growth that is expected to occur in the Metro UGB. For discussion purposes, the draft 2024 UGR scenarios assumed a 70 percent UGB capture rate. Staff have heard partner opinions and share optimism that the region will regain its reputation as an attractive place to live and work. Staff therefore recommend that the Metro Council consider planning to accommodate slightly more than 70 percent of the MSA's household growth in the Metro UGB.

Notwithstanding recent declines after the pandemic-induced recession, this would represent a continuation of the historic upward trend in Metro's UGB capture rate for household growth. Adding the Sherwood West urban reserve to the UGB can provide a means of achieving this slightly higher capture rate by attracting household growth that may otherwise occur outside of the Metro UGB.

Staff recommend that the Council plan for 176,500 to 180,800 additional homes in the Metro UGB to meet current and future housing needs. Additional details about how those numbers are derived can be found in Attachment 1 and in the draft 2024 UGR.

Housing capacity deficits

Comparing UGB housing growth capacity (175,500 homes) and housing needs (176,500 to 180,800 additional homes) indicates a potential deficit of capacity for 1,000 to 5,300 homes. Additional details about those deficits can be found in Attachment 1.

Depending on the mix of housing it includes, the Sherwood West urban reserve could meet the range of identified regional housing capacity deficits. The adopted Sherwood West Concept Plan describes a range of 3,117 (9.2 dwelling units/acre) to 5,582 (16.4 dwelling units/acre) homes.

PLANNING FOR JOB GROWTH

Future job growth requires more workers to fill those jobs. This means that our job growth forecast should be generally consistent with our expectations for population growth. Consequently, as with population and household growth, staff recommend planning for the baseline employment forecast, which estimates the most likely growth scenario.

Today, there are approximately 1,261,200 jobs[1] in the seven-county MSA. Staff recommend planning for an increase of approximately 110,000 jobs, for a total of 1,371,400 jobs in the MSA by the year 2044.

Based on long-term trends, staff recommend planning for 75% of the new MSA-level jobs in the Metro UGB.[2] Today, there are approximately 996,600 jobs in the Metro UGB. By 2044, an additional 82,500 new jobs are anticipated, for a total of 1,079,000 jobs within the Metro UGB.

NEED FOR LARGE INDUSTRIAL SITES TO ACCOMMODATE HIGH-TECH MANUFACTURING GROWTH

Using the baseline employment forecast, the draft 2024 UGR identifies a surplus of 4,550 acres of industrial land in the region. However, as also explained in the draft UGR, most of the region's industrial land supply consists of smaller parcels with an average lot size of 3.8 acres and a median lot size of 1.7 acres. Although these smaller industrial spaces are in demand, they cannot serve the needs of the entire industrial market. The draft UGR describes a shortage of larger industrial sites for the expansion of existing businesses and recruitment of companies from outside the region; in particular, there is a lack of unconstrained parcels with relatively flat slopes and proximity to transportation facilities that could be aggregated into larger 50+ acre industrial sites.

The 2022 Oregon Semiconductor Taskforce Report identified a statewide need for four sites of 50 to 100 acres suitable for high tech manufacturers. As described in the draft UGR, the greater Portland region is the heart of the state's high-tech economy; however, the current regional inventory does not include enough industrial sites with characteristics that are suitable for addressing this need.

High tech manufacturing has become a major focus of incentive programs from the federal government designed to increase domestic production of critical technologies. Our region has significant competitive advantages in designing and manufacturing technologies to help adapt to and mitigate climate change and improve global connectivity. Staff analysis indicates that our region lacks enough available and unconstrained sites of sufficient size, slope, and proximity to

[1] These figures are for non-farm jobs because the task of growth management decisions is to estimate land need for urban uses.

[2] The draft 2024 UGR employment land demand analysis incorporates different UGB capture rates for different sectors. 75% is the historic UGB capture rate for the 1979-2022 period across all non-farm sectors.

existing transportation facilities and high-tech manufacturing clusters to allow for growth of these critical industries over the next 20 years. A lack of available sites would be a limiting factor in our region's ability to take advantage of historic incentives to support economic development.

Under Statewide Planning Goal 14, Metro is authorized to expand the UGB onto land that is suitable to meet a particular identified need based on specific site characteristics. Staff recommend that, based on the necessary site characteristics described above, the Metro Council address a need for two 50+ acre sites by expanding the UGB to include the mixed employment area in the north end of the Sherwood West concept plan. Staff further recommend that the Metro Council consider conditions of approval to protect these important large sites to help ensure that they will address the identified need.

ADDITIONAL LANDS TO SUPPORT COMMERCIAL JOB GROWTH

The draft 2024 UGR identified a baseline deficit of 320 buildable acres to support expected commercial job growth. Sherwood has included at least 135 acres for commercial employment in its concept plan. Staff recommend that the Metro Council address the commercial land need described in the UGR by expanding the UGB to include the Sherwood West urban reserve. The remaining deficit beyond that addressed by a potential expansion is within the margin of error for a long-range land need analysis. To the extent that there may be additional demand for commercial land, staff expect that demand would be addressed through additional redevelopment.

POTENTIAL UGB CONDITIONS OF APPROVAL

With the goal of expanding housing choices and reducing housing costs, protecting industrial sites, and continuously improving engagement for planning efforts, staff recommend that the Council consider conditions on the proposed UGB expansion. The bullets below provide suggestions for several topics that could be addressed by conditions of approval. Generally, these recommended conditions reinforce the work that the City of Sherwood has done in its Sherwood West Concept Plan. For example:

- In order to achieve a mix of housing types, the Metro Council could establish an expectation for a minimum number of homes. This could fall within the range proposed by the City of Sherwood's adopted Sherwood West Concept Plan (base density of 9.2 units per acre to a maximum density of 16.4 units per acre). The difference between these reflects the actualization of "missing middle" housing allowed by HB 2001 (2019). The city of Sherwood would determine housing mix details in their comprehensive planning process.
- The greater Portland region is in an affordable housing crisis. We need more housing options for people who make less than the region's median income (currently $116,900 for a family of four). Sherwood elected officials and staff have expressed an interest in

creating opportunities to live and work in their community. That will require us to work together to ensure housing affordability and not just leave it up to the market. The Metro Council could set out conditions to guide this work.

- Staff's recommendation to create and protect large industrial sites is intended to achieve widely shared goals to grow our region's high-tech manufacturing sectors. The Metro Council could consider specific goals or restrictions to make sure this happens.
- Creating inclusive communities means bringing a variety of perspectives into the planning process. Staff recommend a broad-based approach to community engagement that goes beyond collecting input from those who currently live near the expansion or those who have typically engaged in city planning – and include community members and Community Based Organizations representing historically marginalized groups. Staff also recommend inviting interested Tribes to engage in the city's planning processes.

ADDITIONAL RECOMMENDATIONS

Improve how we assess equity in growth management decisions

For many years, Metro has had the goal of addressing racial equity in its work, including urban growth management decisions. We've tried several approaches including:

- Using the Regional Equity Atlas to provide decision makers with contextual information.
- Requiring cities proposing expansions to describe how they are working to advance racial equity.
- When we've expanded the UGB, requiring and supporting cities in conducting broad-based community engagement for their comprehensive planning.
- Assessing equity outcomes in past UGB expansion areas.

In keeping with our tradition of always seeking to learn and do better, staff recommend that Metro Council direct staff to work with its advisory committees to identify possible amendments to Title 11 of the Urban Growth Management Functional Plan to require local governments to complete equity assessments when concept planning for new urban areas.

Consult with Tribes

Tribes are independent sovereigns with inherent powers of self-government and relationships with the U.S. government that derive from treaties, federal law and executive orders. These Federal-Tribal relations are political and do not derive from race or ethnicity. Treaties are listed among the elements that make up "the supreme law of the land" under Article VI of the U.S. Constitution.

The lands now known as the greater Portland metropolitan area are part of the aboriginal homelands, traditional use areas and trade networks of numerous Tribes. For millennia, Indian people resided throughout the Willamette Valley and along the Willamette and Columbia Rivers

and their tributaries in traditional villages, permanent communities and seasonal encampments. The relationship of Tribes, their lands and interests extend from time immemorial to the present day and beyond. Each Tribe's interests are distinct. These interests may overlap and intersect with the urban growth boundary in various ways.

Metro and other local governments need to do a better job of consulting with Tribes on growth management and land use issues that have the potential to impact tribal interests and priorities such as treaty rights, the protection of sensitive cultural resources, or enhancing the welfare of tribal members residing in urban areas off reservation. For that reason, staff recommend that Metro Council direct staff to work with interested Tribes, Metro's Tribal Affairs program and its advisory committees to identify possible amendments to Title 11 of the Urban Growth Management Functional Plan to require local governments to consult with Tribes when concept planning and comprehensive planning new urban areas. Staff also recommend that Metro identify opportunities to ensure and improve Metro's Urban Growth Report technical analyses are inclusive of relevant tribal priorities, expertise, and data sets.

Revise how we accounted for slopes on employment lands

Recent discussions at the UGR Roundtable and the Metro Policy Advisory Committee (MPAC) have raised questions about the assumptions staff make when inventorying buildable employment lands. We have heard questions about our assumed thresholds for steep slopes and whether some of those lands are viable for development.

Based on their professional expertise and review of other jurisdiction's work, Oregon Department of Land Conservation and Development staff have recently advised Metro to use a 10% slope threshold when inventorying buildable employment lands. Staff will revise the UGR analysis of employment land capacity to follow that advice. That revised analysis will be included in the final UGR presented for Metro Council adoption later this year.

Using this more conservative slope threshold does not change the analysis in the draft 2024 UGR that the baseline forecast indicates there is enough industrially-zoned land inside the UGB to match generally expected job growth, at least before assessing a more specific need for additional land with particular site characteristics. Most importantly, it doesn't change the fact that we collectively need to focus on the investments and actions necessary to make sure more of these employment lands are shovel-ready to capitalize on economic development opportunities. That includes necessary regional discussions about site aggregation, brownfield remediation, infrastructure financing, zoning changes, incentive programs and more.

Update the region's vision for its future

Our region had the foresight 30 years ago to adopt the region's Future Vision and 2040 Growth Concept. These long-range plans helped guide how greater Portland has responded to population growth in a way that reflects shared community values. The Growth Concept has

served us well and has positioned us to address the challenges of climate change and racial equity, but we know there's more work to be done to prepare for these and other future issues.

A lot has changed since the region adopted the Future Vision and the 2040 Growth Concept. Staff will bring a work program to Metro Council to renew the Future Vision and 2040 Growth Concept in Fall 2024. This work will help address many, though not all, topics and potential actions that came up while developing this urban growth management recommendation.

This work program should include an assessment of how these existing plans have performed for the region's residents: what has worked well or turned out as envisioned, and where there is still work to do or turned out differently from the vision. While we believe the fundamentals of the Vision and Growth Concept are still relevant, it is essential to demonstrate this through study.

Planning for 25 and 50 years in the future also requires understanding where today's trends may potentially take the region. The work program should include investigation of how climate change, demographics, technology, and other topics will change in the coming decades and how visioning can prepare the region to adapt to these shifts.

The updates of these long-range plans must also capture topic areas not currently addressed in the 1995 versions of these documents that are of greater importance and interest today. These include, but are not limited to: racial equity, climate resilience and adaptation, arts and culture, anti-displacement strategies, and Tribal relations. Updates must also address how Metro's purview has changed since 1995 to encompass major roles in the region's housing and parks and natural areas.

PUBLIC COMMENTS

Metro held a public comment period from the release of the draft UGR on July 9 through August 22. 349 survey responses were received during this period. We heard a variety of viewpoints about the draft Urban Growth report and the City of Sherwood's expansion proposal. Themes from comments about the expansion proposal include:

- Optimism about future growth potential, including the potential for a resurgence of high-tech manufacturing
- Interest in more housing and job opportunities in Sherwood, including housing choices for seniors, young families and other demographic groups
- Concern about the impacts of a potential UGB expansion on traffic, with the lack of transit options available in Sherwood
- Concern about impacts on farmland and agricultural activities
- Importance of housing affordability
- Concern about impacts on the environment and climate change
- Concern about impacts of new development on existing public infrastructure leading to tax increases for current residents
- Concern about potential impacts on schools

- Recommendation to use land within the UGB before expanding

We also received input about the methodology of the draft UGR. Themes include: suggestions for different approaches to the buildable land inventory, population projections, and density estimates.

These comments highlight the variety of issues that need to be balanced by the UGR. While this staff recommendation does not address every technical topic raised, it acknowledges that the UGR is a point-in-time document that seeks to balance interests and provide a reasonable range of estimates for the Metro Council to determine whether to expand the UGB and accept the City of Sherwood's proposal.

TIMELINE (SUBJECT TO CHANGE)

August 26, 2024:	Release COO recommendation
August 28, 2024:	MTAC discussion of COO recommendation and public comment themes
September 5, 2024:	Council work session on COO recommendations and public comment themes; (*full public comment summary provided at Council meeting*)
September 11, 2024:	MPAC discussion of COO recommendation and recommendations to Council; request any final MTAC advice
September 18, 2024:	MTAC advice to MPAC, if requested
September 19, 2024:	CORE recommendation to Council
September 25, 2024:	MPAC recommendation to Council
September 26, 2024:	Council holds public hearing on COO recommendations
October 8, 2024:	Council provides direction to staff at work session
November 21, 2024:	Council first reading of ordinance; public hearing
December 5, 2024:	Council second reading of ordinance; decision

ATTACHMENT 1: HOUSING CAPACITY, NEED, AND DEFICIT ASSUMPTION DETAILS

The tables below include specific numbers, but long-term estimates cannot be expressed this precisely. For that reason, the final totals are rounded to the nearest hundred.

Table 1: Recommended housing capacity assumptions (Metro UGB, 2024-2044)

	UGB Capacity Assumptions (number of homes)			
	single-detached	middle housing	multifamily	Total
Vacant land (larger mix of single-unit detached)	34,944	13,228	42,970	91,142
Redevelopment (Baseline)	12,292	11,727	24,382	48,400
Concept plan areas and planned development on vacant land	9,096	6,662	4,138	19,896
Other planned redevelopment	135	172	9,830	10,137
Office-to-residential conversion (baseline)	-	-	1,000	1,000
ADUs and middle housing conversion/infill (low)	-	4,955	-	4,955
Total UGB capacity (rounded)	**56,500**	**36,700**	**82,300**	**175,500**
Capacity housing mix	32%	21%	47%	100%

Table 2: Recommended Metro region current and future housing need assumptions (2024-2044)

7-county MSA baseline household growth (2024-2044)	203,530
Future household growth in Metro UGB (70% to 72% Metro UGB capture)	142,500 to 146,500
Add 5% vacancy rate (to convert future households to homes)	7,100 to 7,400
Subtotal of UGB future housing needs (number of homes)	149,600 to 153,900
Add current housing needs (underproduction, houselessness, 2nd and vacation rentals)	26,953
Total current and future UGB housing need (2024-2044, rounded)	176,500 to 180,800

Table 3: Metro UGB current and future housing need and deficit assuming 70% UGB capture

	UGB Housing Need at 70% UGB Capture			
	single-detached	middle housing	multifamily	Total
Future need: baseline forecast (see Table 1)	56,846	32,911	59,838	149,594
Units lost to 2nd and vacation homes	1,072	1,769	443	3,285
Historic underproduction	726	2,089	12,160	14,975
Households experiencing houselessness	-	40	8,653	8,693
Total Housing Need (rounded)	**58,600**	**36,800**	**81,100**	**176,500**
Needed housing mix	33%	21%	46%	100%
Total UGB capacity (rounded)	56,500	36,700	82,300	175,500
Deficits (rounded)	**(2,200)**	**(100)**	**1,200**	**(1,000)**

Table 4: Metro UGB current and future housing need and deficit assuming 72% UGB capture

	UGB Housing Need at 72% UGB Capture			
	single-detached	middle housing	multifamily	Total
Future need: baseline forecast (see Table 1)	58,470	33,851	61,547	153,868
Units lost to 2nd and vacation homes	1,072	1,769	443	3,285
Historic underproduction	726	2,089	12,160	14,975
Households experiencing houselessness	-	40	8,653	8,693
Total Housing Need (rounded)	**60,300**	**37,700**	**82,800**	**180,800**
Needed housing mix	33%	21%	46%	100%
Total UGB capacity (rounded)	56,500	36,700	82,300	175,500
Deficits (rounded)	**(3,800)**	**(1,000)**	**(500)**	**(5,300)**

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we've already crossed paths.

So, hello. We're Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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2024 growth management decision

Public comment report

DRAFT

A summary of comments received during the comment period for the 2024 Urban Growth Report and Sherwood West Expansion Proposal from July 9 to Aug. 22, 2024.

September 2024



PURPOSE AND BACKGROUND 1
PUBLIC COMMENTS AT A GLANCE 2
PUBLIC COMMENT PERIOD OVERVIEW 3
ONLINE SURVEY RESULTS 4
COMMENTS VIA EMAIL, LETTERS AND PHONE 12
WHO PARTICIPATED 12
NEXT STEPS 13

APPENDIX A: PUBLIC COMMENT ONLINE SURVEY RESULTS A1
APPENDIX B: PUBLIC COMMENT EMAILS AND LETTERS B1

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PURPOSE AND BACKGROUND

As new people move to the greater Portland region and businesses create more jobs, our region's urban growth boundary (UGB) serves to focus development within the boundary. The focused development helps stretch limited public dollars that build and maintain the streets, water and sewer pipes, schools and parks that every community needs. Focusing development within the UGB also helps protect high-quality farmland, forests and natural habitats.

Every six years, the state directs Metro to assess whether there is enough land inside the urban growth boundary for the next 20 years of job and housing growth. These periodic decisions also provide an opportunity to support the 2040 Growth Concept, greater Portland's vision for growth. The Growth Concept envisions the region's growth in town centers and urban corridors and guides UGB expansions into urban reserves–areas best suited for future development–after careful consideration of whether those expansions are needed.

To make an urban growth management decision, Metro assesses trends for a variety of factors, from changes in population growth, household size and consumer desires to the future of workplaces and transportation. Metro publishes these assessments in the urban growth report.

If there is a regional need for land to accommodate the next 20 years of jobs and housing growth, Metro Council can consider expanding the greater Portland region's UGB. However, the region has learned that adding more land alone is not enough. Expansion areas only produce jobs or housing when a city can provide infrastructure like pipes, roads, sidewalks, parks, and schools.

If a city decides that it is ready to expand the UGB into urban reserves, the city must be ready to support development. A city demonstrates its readiness with a concept plan. A concept plan lays out the vision for the area, intended land uses, transportation network, environmental protections, additional necessary infrastructure and funding sources. Cities that are interested in expansion must submit an expansion proposal with a concept plan to Metro for consideration, along with governmental agreements, letters of support and findings.

For the 2024 urban growth management decision cycle, Metro received one proposal from the City of Sherwood to expand the UGB to include the 1,300-acre Sherwood West urban reserve area. If Metro Council determines more land is needed in the UGB to support the next 20 years of growth, they will also determine how Sherwood's proposed expansion will accommodate the needs described in the urban growth report.

From July 9 to August 22, 2024, Metro asked residents of the greater Portland region for their thoughts on the 2024 draft Urban Growth Report and the City of Sherwood's expansion proposal. Metro Council will consider public comments as they make an urban growth decision.

PUBLIC COMMENTS AT A GLANCE

From July 9 to August 22, 2024, Metro held a public comment period, inviting feedback on the draft 2024 Urban Growth Report and an urban growth boundary expansion proposal from the City of Sherwood. During the public comment period, Metro invited comments and feedback from members of the public, community and business organizations, regional advisory committees, agency partners and policymakers.

This public comment period builds on public involvement throughout the urban growth management process. Learn about the ideas and feedback provided by 15 youth who met regularly through the urban growth management process.

Metro received **72** email comments and 365 responses to an online survey.

Public comments included a variety of viewpoints about the draft Urban Growth report and the City of Sherwood's expansion proposal. Themes from comments provided in emails and the online survey about the expansion proposal include:

- Optimism about future growth potential, including the potential for a resurgence of high-tech manufacturing
- Interest in more housing and job opportunities in Sherwood, including housing choices for seniors, young families and other demographic groups
- Sentiment that the expansion is not needed at all or is not needed at the proposed site
- An interest in more infill development before the urban growth boundary is expanded
- Concern about the need for more housing, a diversity of housing and housing that is affordable
- Concern about the impacts of a potential UGB expansion on traffic; some comments pointed to limited transit options available in Sherwood
- Concern about the impacts of a potential UGB expansion on farmland and agricultural activities in the area
- Concern about potential impacts of a potential UGB expansion on the environment and climate change
- Concern that new development would have an impact on existing public infrastructure leading to tax increases for current residents

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PUBLIC COMMENT PERIOD OVERVIEW

During the public comment period, there were a variety of resources available for review and several platforms available for submitting feedback and comments:

- **Public review draft materials**: The project webpage included the draft 2024 Urban Growth Report and City of Sherwood's expansion proposal for Sherwood West. The report and the expansion proposal were also summarized in an executive summary and factsheet that were available in English and Spanish. With a variety of informational resources, the public comment period allowed people to engage at the level of detail that worked best for them.

- **Comment platforms**: There were several ways for people to provide comments including an online survey, email, letter and voicemail.

- **Online survey**: An online survey was available and publicized in English and Spanish. The survey asked participants to prioritize primary factors for expanding the urban growth boundary, asked for feedback on the expansion proposal, and also provided space for participants to describe what they want preserved and what they want to see change as the region grows.

- **Notifications and notices**: Public notices of the comment period were provided to local neighborhood involvement and community outreach offices at jurisdictions across the region. Notifications were sent to community-based organizations, Metro regional advisory committees and their respective interested parties. Metro also posted the public comment period on social media and Metro News. Flyers with QR codes were posted in Sherwood and City of Sherwood and Metro staff promoted the public comment period at Sherwood's Robin Hood Festival.

- **Public hearings**: Metro Council will receive testimony about the urban growth management decision in-person, online or in writing at a public hearing on Sept. 26 and at the first reading of the ordinance on Nov. 21, 2024.

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ONLINE SURVEY RESULTS

The online survey provided overviews of the urban growth decision process, the Urban Growth Report and the Sherwood West proposal. The survey also linked to the summarized materials in English and Spanish on the project webpage as well as the unabridged Urban Growth Report and expansion proposal. The survey asked participants six questions about growth and nine optional demographic questions. A total of 365 respondents participated in the online comment survey. A summary of the survey follows, and the results are included in Appendix A.

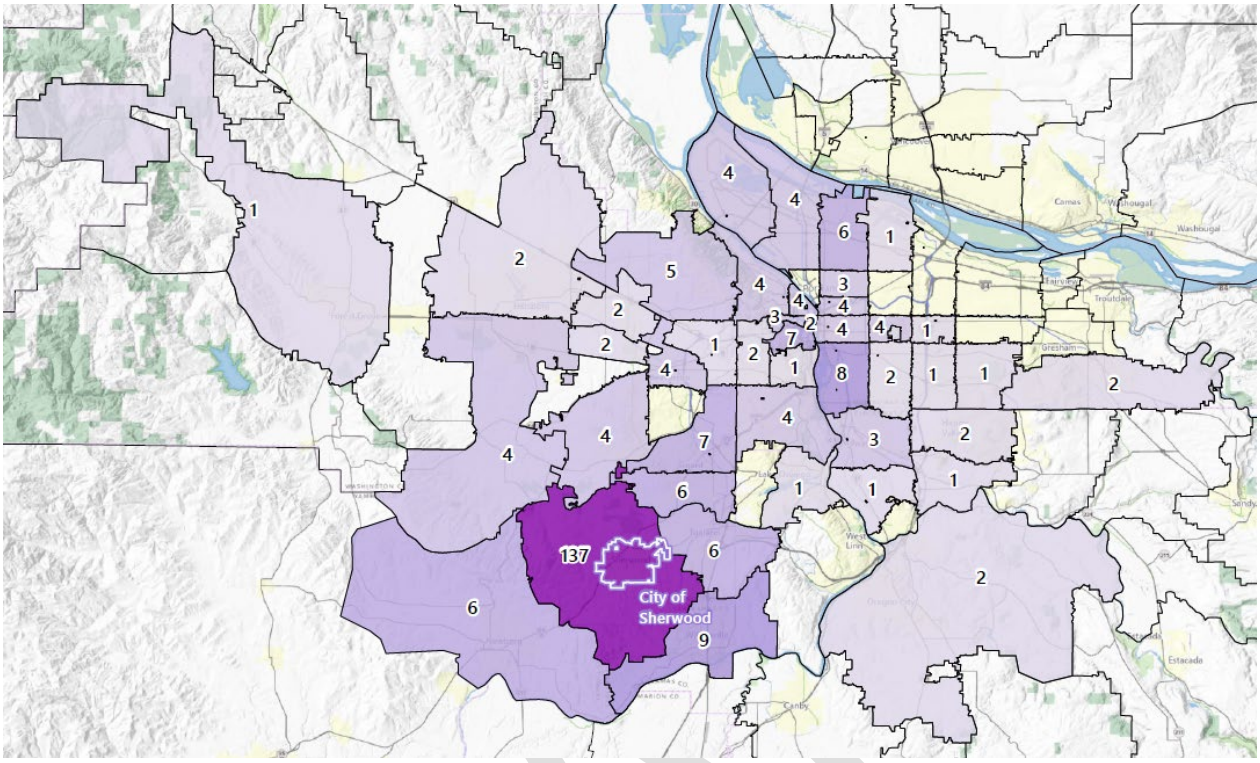
The survey included the following questions:

- After reviewing the Draft Urban Growth Report, is there something you think was not adequately considered in the report that you would like decision-makers to know about? (total responses=247)
- Which factors do you think are most important as a city prepares for expansion? Please rank in order of importance. (total responses=312)
- Please provide your comments on the Sherwood West proposal. (total responses=182)
- Is there anything else that you would like the Metro Council to consider as they make a decision about whether to expand the Urban Growth Boundary as described in the Sherwood proposal? (total responses=218)
- What do you most want to see preserved as greater Portland continues to grow? (total responses=340)
- What changes would you like to see as greater Portland continues to grow? (total responses=340)

Survey respondents were asked to provide their zip code. This question was optional, and 284 survey participants responded. More than 143 respondents submitted a Sherwood zip code.

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Figure 1: Survey respondents zip codes



Survey comments on the Draft 2024 Urban Growth Report and the Sherwood West concept plan

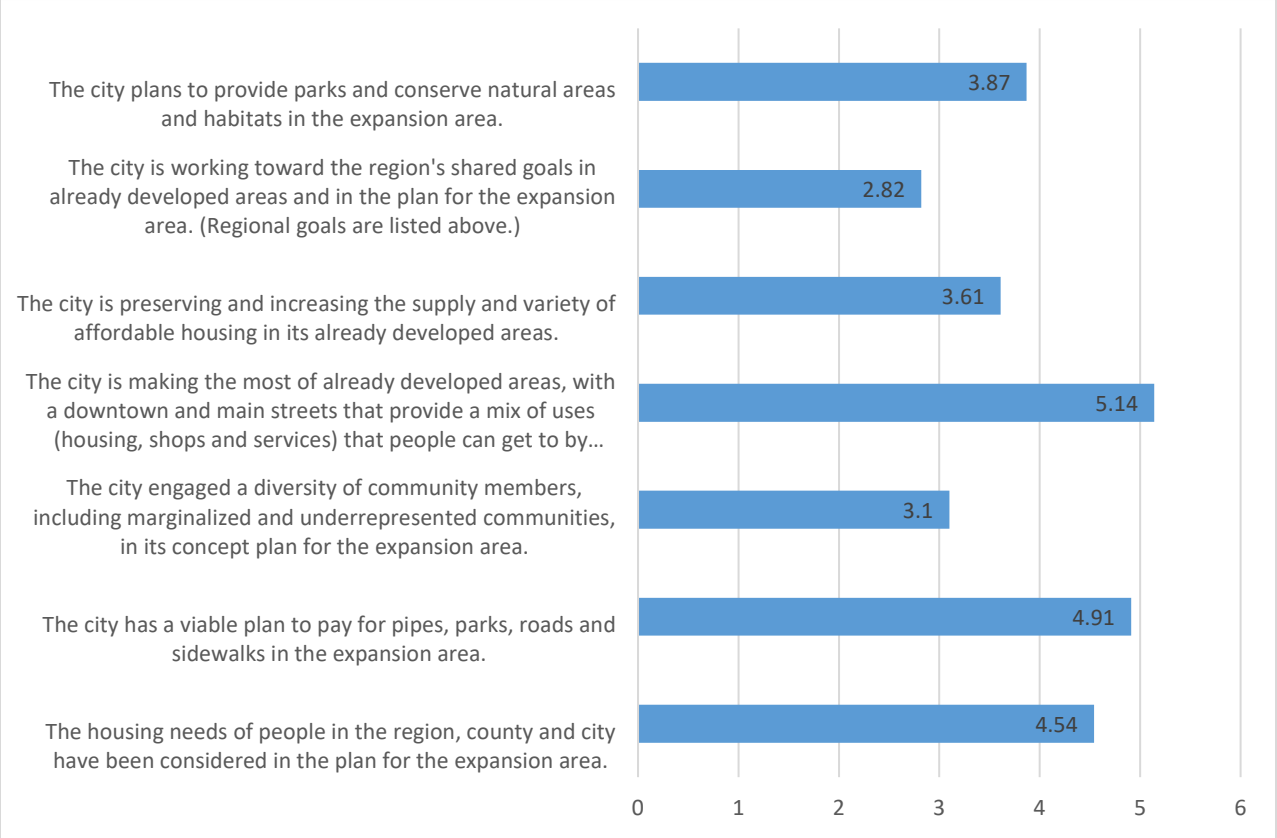
Survey participants were invited to review the City of Sherwood's expansion proposal and Sherwood West Concept Plan and/or the fact sheet summarizing the proposal. Key elements of the proposal were also summarized in the survey.

The survey included a summary of the factors Metro considers when reviewing an expansion proposal from a city and asked survey participants: **Which factors do you think are most important as a city prepares for expansion? Please rank in order of importance. (Total responses= 312)**

Survey respondents ranked the top three factors as most important. These factors are also reflected in the comment themes. The top three factors are:

- The city is making the most of already developed areas, with a downtown and main streets that provide a mix of uses (housing, shops and services) that people can get to by walking and rolling.
- The city has a viable plan to pay for pipes, parks, roads and sidewalks in the expansion area.
- The housing needs of people in the region, county and city have been considered in the plan for the expansion area.

Figure 2: Responses to: "Which factors do you think are most important as a city prepares for expansion? Please rank in order of importance?" (Total responses= 312)



The survey included three open-ended questions that elicited comments about the City of Sherwood's proposed expansion. There were very few comments on the Draft 2024 Urban Growth Report. The responses to the following three questions are summarized below by theme. For the complete set of comments see Appendices A-1, A-2 and A-3.

Q: After reviewing the report, is there something you think was not adequately considered in the report that you would like decision-makers to know about? (Total responses=247)

Q: Please provide your comments on the Sherwood West proposal in the box below. (Total responses: 182)

Q: Is there anything else that you would like the Metro Council to consider as they make a decision about whether to expand the Urban Growth Boundary as described in the Sherwood proposal? (Total responses=218)

Most respondents opposed the expansion or questioned the need for an expansion. The most frequently cited reasons for opposition were the loss of farmland, natural resources and traffic impacts, and concerns about the tax burden on existing residents caused by the cost of new

infrastructure. Commentors expressed a desire for Sherwood and the region to make use of land already in the UGB and questioned the need for the expansion or the entirety of the proposed expansion given the expected rate of population growth. Supportive comments emphasized the need for housing and some highlighted the demand for single family housing while others expressed support for the mixed-use development proposed in the concept plan. The following are a list of the prominent issues across the survey responses with sample comments that address each issue:

- **Make use of land in the UGB**
- **There is not a need to expand**
- **An expansion will exasperate traffic congestion and safety issues.**
- **Transit is needed**
- **Building and maintaining infrastructure for new development is too costly**
- **Preserve farmland**
- **Preserve and protect natural and historic/cultural resources**
- **Climate change impacts need to be considered.**
- **More land is needed for housing and to support the single-family housing people want.**
- **Support for the expansion proposal**
- **Engage the Sherwood community**

Make use of land in the UGB

- "We have an abundance of property that is currently in the boundary. Use that effectively and build up and not out. "
- "Sherwood Oregon has a near city wide ban on apartments. They should not be granted a UGB expansion before they show true need. Build some apartments Sherwood first!"
- "We need to cheerlead all residential development and continue to chop down fees and rules until we get a deluge of infill development. it will make our place more financially productive, affordable and livable."
- "To accomplish regional goals, and even to create a healthy Sherwood, we must develop existing land within the UGB so we can create financially and environmentally sustainable population growth."
- "Lastly, the City has not maximized the current boundaries for affordable housing and jobs."
- "Work on densifying existing neighborhoods instead of focusing on sprawl."
- "The transportation connections are poor, and our region has no shortage of buildable land already in the UGB. We need infill, not more fire-prone sprawl into farms and forests."
- "I encourage Council to be extremely cautious about expanding the UGB. We should focus on further developing our existing area within the UGB rather than expanding Sherwood at this time."

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- “There is a plethora of empty warehouses and houses that can be renovated. Do this before taking any more farmland to build more buildings.”
- “The city has plenty of room for development inside city limits. In addition king city has already expanded and is working on developing a large residential area just down the road.”
- Rather than building more outside of the UGB, let's focus on creating better spaces on the land that's already allocated. Densify current areas, we don't need to increase sprawl more.

There is not a need to expand

- “I am all for growth in a measured & logical manner when the need arises. There is no evidence that supports an inclusion of this magnitude.”
- “Being a property owner in the proposed expansion area who farms the land this expansion pushes us closer to losing our lively hood. Developers are continually contacting us and wanting to purchase our property. We are not interested. This is a very large expansion request. Is all or any of this land really needed now?”
- “For the Sherwood West expansion plan that was submitted in 2016 doesn't reflect the more recent population decline. The concept plan should be scaled back to reflect more current data and the UGB expansion should be 50% the original submission.”
- “Sherwood, Wilsonville, and Tualatin are currently in the process of wasting one of the largest industrial sites already within the UGB by each separately seeking development, often on small, 10 acre parcels. At a time when some think the region needs more large industrial parcels, these jurisdictions are wasting a huge area, already within the UGB, that should be developed as a single unit.”
- “I suggest that the Metro Council take into consideration the dearth of expansion options being presented as further evidence that the demand for growth actually isn't there.”
- “Even the small baseline growth assumption seems optimistic. Developing suburban land will not create "affordable housing" in locations where it is needed.”

An expansion will exasperate traffic congestion and safety issues.

- “How will expansion and development of high density housing and business along this route between Roy Roger’s, Lebeau, Elwert, and Edy roads not contribute to further traffic issues and noise?”
- “A UGB expansion in a part of the metro area poorly served by transit and likely to be entirely car dependent does not align with any of our regions goals. As such, it’s unclear why it’s being considered.”
- “Most new families that would live in the homes planned would work elsewhere. Traffic congestion will increase.”

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- “Traffic on and off of Hwy 99 has major delays during rush hours. These conditions have persisted for years and will only worsen if all of Sherwood Wes tis brought in at this time. The City and County need to improve the capacity of Elwert Road,and it's Hwy 99 connection before adding so many homes.”

Transit is needed

- “However, people will want to get out of their neighborhood to access amenities, and there are not very many options for how they will do that. This makes living in the area less accessible for people with disabilities who cannot drive (like my own father) or younger people who cannot afford a car.”
- “Keep public transportation strong so I can go places. I work part-time and still drive car but not for long so please don't disregard the needs of older people like me.”
- “This project would make more sense if it was built in conjunction with a WES regional rail spur but it lacks a Right of Way reservation to build such a line.”
- “Sherwood has the right ideas in mind with mixed developments and alternative transportation but they need to take them further, transit being extended into Sherwood west should also be explored...”
- “Light rail expansion on the 99 corridor”
- “I’m nervous about continuing to focus on roads instead of public transit, and if we want housing to be affordable and Sherwood to be accessible to folks, it needs to move away from single family homes."

Building and maintaining infrastructure for new development is too costly

- “The sewer, water and gas lines have to be upsized downstream/upstream from the development and the current tax payer gets to pay for that.”
- “We aren't as dense and suburban neighborhoods don't pay for themselves in taxes once they start to require maintenance. If we built denser on our existing roads, we might actually have the tax base to support them.”
- “Based on the Sherwood West expansion proposal, I do not think that the City of Sherwood adequately demonstrates that infrastructure development is feasible.”
- “Also you are going to burden the current property owners with additional taxes for improving infrastructure, roads, schools, and fire stations that these 5,580 homes will require.”
- “The proposed infrastructure funding plan is vague at best. Relying on SDCs and ‘outside’ funding is insufficient. No expansion should be considered until there is a concrete committed plan for the infrastructure funding.”

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Preserve farmland

- "Consider where food will come from in 20 years if there are no farmlands to sustain the animals and crops."
- "The Report does not address the consequences of replacing fertile, productive land with houses and industry."

Preserve and protect natural and historic/cultural resources

- "Protecting historic and cultural resources."
- "Previously designated Title 13properties are now being planned to be light industrial with no thought for where the wildlife they are wiping out will go to."

Climate change impacts need to be considered.

- "The report did not consider the potential impacts of climate change, in terms of population increases in the Northwest due to cooler weather and water availability relative to other parts of the country, and also impacts of climate change on the wildland urban interface and how this could impact fire risk for the edges of the Portland area."
- "Is there consideration of preservation of trees and plants for carbon sequestration and other environmental benefits?"
- "We are in a climate crisis, and these trees help us by providing shade, sequestering carbon, preventing erosion, and providing wildlife habitat."

More land is needed for housing and to support the single-family housing people want.

- "...restrict supply and the inherent demand will cause price increases. If affordability is a key driver then ensuring adequate supply of land is fundamental to affordable housing."
- "Urban densities are reaching unsustainable levels. We have vast room to expand UGB's and we shod do so. Make a plan to double the amount of land available for residential development over the next 20 years."
- "We need more land made available for single family housing and just not for apartments."
- "I think Sherwood's specific analysis at the local level should be part of the Metro Council decision making. There's a strong argument to be made about where people want to live and work that doesn't always translate to regional land availability."
- We need to build more housing desperately and are not at risk of "overbuilding" - at worst this would reverse some of the run-up in prices due to past severe undersupply. I am in favor of allowing more housing to be built as much as possible.

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- "Expand the boundary the maximum amount possible! The region needs more single family homes-thousands more homes!"

Support for the expansion proposal

- "Creating more jobs than housing units would be a mistake. That said, I support the proposal."
- "Looking forward to more commercial zoning for jobs and businesses."
- "I'm in favor of development around the high school. Housing and mixed use should go into the surrounding acreage."
- "This expansion appears to be well thought out, and should be welcomed in the region. It is sad that the Sherwood West proposal is the only one."
- "I like the plan. I know there is an opposition group but there are those of us that support the plan too."
- "Don't let existing Sherwood residents vote down UGB expansions that are needed to help the region accommodate growth and affordability."
- "This expansion should have already happened before the School was built in 2015 - Newberg, Or has updated their area and we are left behind and deal with their traffic to Hillsboro"

Engage the Sherwood community

- "The Sherwood community needs to weigh in on the proposed north industrial zone."
- "Please consider the desires of the people who call Sherwood home."

Survey comments on about what is most important as the region grows and changes

Two survey questions asked for people to share their ideas about growth in greater Portland—what they want to see preserved and what they would like to see changed as the region grows. Responses to these questions are in Appendix A-4 and A-5. These comments will be considered in upcoming Metro planning processes, including the update to the region's vision and growth concept.

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COMMENTS VIA EMAIL, LETTERS AND PHONE

In addition to the online survey, residents, businesses and policymakers were invited to comment on the four city expansion proposals by letter, email and phone. Metro received 72 emails and no letters or comments on voicemail. A majority of the emails were submitted by Sherwood residents, landowners, agencies, elected officials and organizations with interest in the expansion. See Appendix B for the comment emails.

Supportive comment emails highlighted a variety of reasons for their support, including:

- More housing and more employment opportunities
- Addressing a lack of land supply
- Property owners who want their property brought into the UGB
- Sherwood' unique location providing an economic advantage

Comment emails in opposition highlighted a variety of reasons for their support, including:

- Loss of farms land
- Traffic congestion
- Tax burden of new infrastructure on existing residents
- There is enough land in the UGB
- Concern about concept plan not providing affordable housing options

Other issues raised include:

- Concerns about slope in expansion areas
- Input about the methodology of the draft UGR, including suggestions for different approaches to the buildable land inventory, population projections, and density estimates.
- Several comment emails encouraged Metro to use the high growth rate for population and employment.

WHO PARTICIPATED

Survey participants were asked to provide optional demographic information to help Metro know if participants were a representative group reflecting our diverse communities and a broad range of experiences in our region. Demographic groups that are underrepresented among survey respondents compared to the metropolitan Portland

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area demographics by 4 percent or more are highlighted in red. Greater Portland area demographics are sourced from the 2020 Census. *Demographic analysis to come.*

For complete demographic responses see Appendix A-6.

NEXT STEPS

The merits of Sherwood West's proposal will be the focus of policy discussions in the fall of 2024. Generally, decision-makers will consider whether:

- The housing needs of people in the region, county and city have been considered.
- Development of the proposed expansion area is feasible and supported by a viable plan to pay for needed pipes, parks, roads and sidewalks.
- The city has reduced barriers to mixed-use, walkable development in its downtowns and main streets.
- The city has implemented best practices for preserving and increasing the supply and diversity of affordable housing in its existing urban areas.
- The city has taken actions to advance Metro's six desired outcomes, with a particular emphasis on meaningful engagement of communities of color in community planning processes.

A final decision by the Metro Council on urban growth boundary expansion is expected in December 2024.

July 9, 2024:	Release draft UGR and appendices
August 22, 2024:	Public comment survey on draft UGR closes
September 5, 2024:	Council work session on COO/Staff recommendations
September 26, 2024:	Council holds public hearing on COO/Staff recommendations
October 1, 2024:	Council provides direction to staff at work session
October 14, 2024:	Measure 56 notices to property owners in proposed expansion areas
October 24, 2024:	35-day notice of proposed amendment to DLCD
November 4, 2024:	Postcards/report on potential impacts of UGB expansion on existing neighborhoods
November 21, 2024:	Council first reading of ordinance; public hearing
December 5, 2024:	Council second reading of ordinance; decision

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If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we've already crossed paths.

So, hello. We're Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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Metro Council President

Lynn Peterson

Metro Councilors

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Christine Lewis, District 2

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Sept. 3, 2024

APPENDIX A

Public comment online survey results

Q3 Read the Draft 2024 Urban Growth Report. Metro uses a wide variety of factors to assess whether there is enough land inside the greater Portland region's urban growth boundary for the next 20 years of job and housing growth. After reviewing the report, is there something you think was not adequately considered in the report that you would like decision-makers to know about?

Answered: 247 Skipped: 118

#	RESPONSES	DATE
1	The facts and informed opinions of the residents that are impacted by the growth plans.	8/23/2024 10:06 AM
2	Open up more buildable ground for affordable houses	8/22/2024 9:51 PM
3	Projections of growth are not lining up with actual. We are growing a lot slower, so back off.	8/22/2024 9:44 PM
4	How can you preserve farmland that borders the current UGB and not create urban sprawl w/no consideration to existing small business engaged in farming and farm related products	8/22/2024 9:38 PM
5	There is a large amount of unused land already in the UGB. This proposal is unnecessary and a wet kiss for developers.	8/22/2024 7:24 PM
6	Yes, that affordable housing is not created by shoddy buildings and neighborhoods made up of these shoddily built homes. The report does not address the current land built up by Metropolitan Land Group and how horrible these areas look. What once was beautiful farmland is now covered by what looks like Monopoly house pieces...all the same, no character, nothing denoting a neighborhood for families. Yet it's the goal to have this same company develop these new enveloped lands if the Urban Growth Boundary is expanded. Not a good solution for Oregon that is supposed to be green and an oasis of natural beauty.	8/22/2024 6:57 PM
7	There should be more plans for rezoning and growing up	8/22/2024 6:46 PM
8	All of it is inadequate! We have an abundance of property that is currently in the boundary. Use that effectively and build up and not out. You have not considered the impact to the people who live in the area regarding traffic with the addition of all the houses and business. This is the country/farmland and should be preserved as such!	8/22/2024 6:29 PM
9	There are a plethora of abandoned buildings and houses which can be renovated and utilized for future growth vs. continuing to take farmland, trees, and fields. Consider where food will come from in 20 years if there are no farmlands to sustain the animals and crops.	8/22/2024 6:28 PM
10	The 2024 UGR has implications for local government planning processes as Metro's subsequent distributed forecasts inform local Housing Capacity Analyses, Economic Opportunities Analyses, and Regional Transportation Plan modeling. The City of Hillsboro recommends Metro rely on a high population growth forecast to allow our region to be nimbler in addressing current and future housing and employment needs. The 2024 Draft UGR demand scenario 4 involves faster household growth in 2044 coming from increased in-migration of younger households, consistent with historic migration dynamics, who typically seeking multifamily and middle housing. Though younger households who migrate to the region by 2030, 2035, and 2040 may initially prefer multifamily or middle housing, many will continue to demand single-unit detached for their growing household size and other reasons. The City of Hillsboro recommends Metro add a new UGR demand scenario 5 that involves faster household growth coming from increased in-migration of younger households, consistent with historic migration dynamics, but with a larger percentage of single-unit detached to meet the demand during the next 20 years. Though the Draft UGR shows the region as having sufficient total industrial capacity, much of the industrial land supply consists of smaller parcels with an average lot size of 3.8 acres and a median lot size of 1.7 acres. The Draft UGR mentions there are only eight sites over 50 buildable acres inside the UGB that are available to the general industrial market. The final 2024 UGR should highlight the lack of sufficient large-lot industrial	8/22/2024 6:06 PM

	sites 25 plus acres in size available to the general industrial market. The final 2024 UGR should also highlight that less than 6% of the taxlots available to the general industrial market are medium-sized sites between 10 and 25 acres.	
11	No	8/22/2024 4:38 PM
12	The Executive Summary notes that “the cost of serving raw lands with needed infrastructure is a significant barrier to housing development.” Additional information should be added to the Summary and to the full report regarding the high cost of infrastructure maintenance.	8/22/2024 11:39 AM
13	That current retired property owners are getting taxed out of their homes the currently live in due to the infrastructure improvements needed when large developments go in. I understand that the developer installes the infrastructure within the development but not outside it, the sewer, water and gas lines have to be upsized downsteam/upstream from the development and the current tax payer gets to pay for that. The current tax payer also gets to pay for the additional schools and fire stations needed for these additional homes.	8/22/2024 10:11 AM
14	Per 1000 Friends of Oregon, there is currently land within the UGB that is not being developed due to lack of infrastructure. There isn't any infrastructure on the land the City of Sherwood wants to bring into the UGB either. Developers pay for roads, etc. directly in front of the housing they are building; however, they don't contribute anything to improve all of the arterial roads, Hwy 99W, etc. that become overburdened due to the thousands of people their developments add.	8/22/2024 2:52 AM
15	Protecting historic and cultural resources	8/21/2024 11:09 PM
16	The characterization of the mixed use as having unique characteristics for industrial use is way off base. To believe this seems to focus on the fact that the area is flat and undeveloped. It ignores a range of characteristics which make it unsuitable. 1. The land is sandwiched between neighborhoods to the south and west. A federal bird sanctuary lies to the immediate east. Farmland borders the area on the north. In fact the only reason it is undeveloped is it too is farmland. Finally BPA transmission lines go right through the center. If the thought that it will provide acreage for chip manufacturing, the City of Sherwood and Metro are just plain wrong. Do a little bit of research and you will find chip manufactures avoid electrical transmission lines due to the electromagnetic impact on chip fabrication. It is an ill considered scheme. It is not technically feasible for semi conductor manufacturing. In addition an industrial use would not conform with any of the current land use to the north, south, east or west.	8/21/2024 10:52 PM
17	Yes, in two areas. In "Planning amid uncertainty" in the executive summary, Metro does not include issues with the cost involved with the infrastructure and services of an expanded UGB. Cities in the metro area, and Oregon as a whole, are facing severe budget crises that all stem from over-expansion. We have built a large service area we need to provide infrastructure (roads, water, sewage) and services (police, fire, health) for, and cannot afford to. We have only gotten this far by deferring maintenance that is catching up to us. The Executive Summary also does not mention climate change once. We must pursue planning options that reduce GHG emissions. Lower-density housing leads to increased GHG emissions.	8/21/2024 10:47 PM
18	Pipe chicken Creek and add water quality facilities	8/21/2024 9:32 PM
19	there is plenty of land inside the current UGB, however much of it has locked up by garbage zoning and other rules that limits residential development's financial viability. we need to cheerlead all residential development and continue to chop down fees and rules until we get a deluge of infill development. it will make our place more financially productive, affordable and livable	8/21/2024 8:16 PM
20	I do not think the report factors in the restrictions on the land, such as existing power lines and the nature of natural wet lands. Power lines emit electromagnetic waves that greatly impact the manufacturing of microchips. Additionally, there are existing restrictions regarding industrial building on protected wetlands and their associated upland habitats.	8/21/2024 6:06 PM
21	The utlimate cost of the loss of farmland and natural areas. The proposal fails to understand the new realities and assumes more development is without this cost.	8/21/2024 5:50 PM
22	It ignores the opportunity for infill and densification of existing neighborhoods already within the UGB.	8/21/2024 4:55 PM
23	That growth has leveled off and the changing demographics of the area.	8/21/2024 4:22 PM
24	Yes, where is the money coming from for the infrastructure needed to support this proposed	8/21/2024 3:40 PM

	expansion? are builders and developers paying or are the taxpayers on the hook? In addition the discrepancy between the Growth report and the city of Sherwood projections justifying the expansion is hard to reconcile.	
25	Specifically in the Sherwood West expansion, the concept plan did not represent the will of the majority of Sherwood residents. 80% of residents did not want to see the level of expansion and were gravely concerned about how it would effect the livability and sense of community that already exists. There is no reason to add the entire amount into the UGB at this time, smaller more thoughtful expansion was never considered and the cost to add services to more of the rural portions of the reserve will be a huge burden to citizens, despite the city claiming it will not.	8/21/2024 2:58 PM
26	What's the plan to pay for the upkeep of all these new roads and sprawling infrastructure? Portland's budget is much larger than Boston's despite a smaller population in large part because we aren't as dense and suburban neighborhoods don't pay for themselves in taxes once they start to require maintenance. If we built denser on our existing roads, we might actually have the tax base to support them.	8/21/2024 2:35 PM
27	Is there consideration of preservation of trees and plants for carbon sequestration and other environmental benefits?	8/21/2024 10:54 AM
28	Land developers don't care.	8/21/2024 8:33 AM
29	Save farm land	8/21/2024 7:10 AM
30	No	8/20/2024 11:35 PM
31	Congestion is already a problem along Roy Roger's Road as it runs into Sherwood and connects to Highway 99. How will expansion and development of high density housing and business along this route between Roy Roger's, Lebeau, Elwert, and Edy roads not contribute to further traffic issues and noise? The growth projections Sherwood has provided to support this expansion are not consistent with the growth trends and true projections. As an example, the new high school was built to accommodate continued growth based on inflated projections. We now will see declining enrollment starting in just a few years. The school is struggling with budgets for the first time in years as the community is saddled with paying down the debt incurred to build a school that is proving to be too large. The housing need for the Portland Metro area is entry level to lower income affordable housing. Sherwood has become a more affluent community and is not conducive to development that will attempt to be affordable. Finally, there is no historical precedent for such a large expansion for this area. All of the above points would support reevaluation of the request to right size it for the true need for the community and support measured growth as opposed to an explosive expansion that could contribute to already tough traffic issues that impact Sherwood and the surrounding communities of Washington County.	8/20/2024 7:43 PM
32	Is property owners in Sherwood we favor the mixed use plan for Sherwood West on Kruger Road above Sherwood High School.	8/20/2024 6:24 PM
33	The amount of land proposed to be added into the urban growth boundary is staggering. Turning farmland into light industrial is sad. Sherwood still has large amounts of land available in the current boundaries. Elwert road is unsafe at its current speed limit and traffic congestion is already an issue with frequent accidents.	8/20/2024 6:21 PM
34	No	8/20/2024 6:19 PM
35	Sherwood protected land should not have zoning changes to allow for industrial growth	8/20/2024 5:00 PM
36	Traffic safety	8/20/2024 4:53 PM
37	Providing larger single family lot sizes in expansion.	8/20/2024 4:49 PM
38	The rate of growth in Sherwood area is not as substantial as the large proposal for 1291 acres, has anyone thoughtfully analyzed how long it would take to fill all the proposed housing.	8/20/2024 4:48 PM
39	Expansion for the sake of expansion. If they build it, they will come often untrue.	8/20/2024 4:25 PM
40	Sherwood area is not ready for this type of development	8/20/2024 4:20 PM
41	Quite a bit, actually. What is needed is a broader, more region-wide perspective, not mere kowtowing to Sherwood's empire building. It is not clear why Metro appears to be pushing this effort. Sherwood has ample undeveloped land within the city now, and has -0- interest in	8/20/2024 4:18 PM

	accommodating affordable housing anywhere. The northwestern portion of the proposed UGB expansion encroaches unnecessarily-almost gratuitously-upon successful agricultural operations whose success is closely linked to their rural setting. Again, it is hard to understand how or why Metro seems to have bought in on this weak, and destructive, proposal.	
42	Recognizing that the Willamette Valley is one of the richest soil areas in the world. We can increase growth inside the UGB and save our PRECIOUS farmland s	8/20/2024 4:10 PM
43	Do not expand the growth boundary in Sherwood where the high school enrollment is declining. Focus efforts on revitalizing Portland legacy neighborhoods and existing under supported schools.	8/20/2024 4:03 PM
44	There are a lot of items that we are questioning. They have been and will be submitted separately. Lot's of that data and other information is very misleading and/or obsolete and based on false assumptions.	8/20/2024 3:52 PM
45	Sherwood had enough land to build homes and businesses and industrial buildings without expanding the urban growth boundary	8/20/2024 3:52 PM
46	Expansion to the west without proper funding, study of the transportation costs including the costs of crossing fish bearing streams, condemning farm/wine property is in appropriate. Expecting the developers and existing landowners to bear the cost of development and hoping for federal funding for road improvements is narrow sighted.	8/20/2024 3:46 PM
47	The proposed plan *looks* like spraw. Even with the green spaces in the plan, there seems to be little to consideration for walkability or residential services. Also there seems to be inadequate consideration for the amount of traffic this will introduce on Elwert.	8/20/2024 3:46 PM
48	I'm concerned not enough consideration is given regarding available lands that the current owners aren't willing to sell, putting upwards pressure on land prices.	8/20/2024 3:31 PM
49	Yes, the Sherwood expansion plan is not proportional to the needs of the area and sustainability of agricultural lands. The numbers don’t add up.	8/20/2024 2:53 PM
50	The student enrollment decreasing which should be considered when planning on an unnecessary new school.	8/20/2024 10:54 AM
51	Yes, I'd like to see rail right of way reservations within the urban growth boundary area expansion. An exclusive ROW reservation is easier to set aside before development.	8/19/2024 6:09 PM
52	Use the land that is already inside the UGB first. No more tax increased and increased traffic please.	8/19/2024 12:45 PM
53	It’s incredibly disappointing that the report makes zero mention of the impact of the Urban Growth Boundary to will totally undermine any efforts to address climate change. Metro continues to ignore the science, and push for expanding car infrastructure and sprawl. We are poisoning the planet, and this action will massively increase GHG emissions.	8/18/2024 8:37 PM
54	There needs to be greater emphasis on increasing density and building up, not out	8/18/2024 8:30 PM
55	Traffic, it’s horrible and adding more houses is not keeping the town of Sherwood a great place to live	8/18/2024 7:01 PM
56	The report makes no mention of why the city of Sherwood needs to expand outward further from "Downtown Sherwood" and across 99W rather than upzoning and developing further around central services of community like libraries and grocery stores.	8/18/2024 5:10 PM
57	Sherwood has a ban on new apartment development in most of the city. Allowing an expansion of the growth boundary to this level when we are in a housing deficit will do nothing to alleviate the problems. Start with allowing these developments before agreeing to expand the growth boundary	8/18/2024 3:42 PM
58	Do not go forward with Sherwood West plans!	8/18/2024 3:25 PM
59	Greater enforcement of the UGB, do not allow Sherwood to violate it.	8/18/2024 2:25 PM
60	Sherwood Oregon has a near city wide ban on apartments. They should not be granted a UGB expansion before they show true need. Build some apartments Sherwood first!	8/18/2024 2:25 PM
61	No one wants to ask the hard questions about where the water will come from to support all this new development. We need to encourage businesses to choose small towns that have	8/18/2024 1:21 PM

	lost their timber jobs. Stop over-crowding the metro area.	
62	The complete wreckage of the farmlands, farm stands, community farm activities, scenery, peace, quiet, and character of the rural SHERWOOD community if the UGB were expanded in this way. Stop trying to make Portland better by absorbing everything around it to be ruined like Portland has been.	8/18/2024 1:20 PM
63	The fact that we do not use the existing UGB wisely.	8/18/2024 1:11 PM
64	Sherwood has an apartment ban yet wants to expand their growth boundary. This is counteractive to our housing and density goals in the Portland metro area. I ask that the council deny their UGB expansion in favor of more density within the current Sherwood city limits.	8/18/2024 12:49 PM
65	How are you going to ensure affordable housing goes to younger people without it being considered discrimination? Are you going to limit it to only Oregonians allowed to buy it?	8/18/2024 12:29 PM
66	Cities in Washington County maintain apartment bans across the overwhelming majority of residential land. Instead of lifting that ban, and finally allowing for adequate housing production, they insist that we must sprawl into more natural and agricultural land. Metro must ensure that there is a 20 year buildable lands inventory, and instead of fulfilling that through granting yet another irresponsible expansion of the UGB, it must exercise it's immense authority and compell cities to legalize more housing in existing residential areas closer to good transportation, job centers and amenities. Metro must also use its weight to compell cities to cut red tape that present a barrier to housing production, speed up permits, reduce discretionary processes, reduce permit fees and SDC charges.	8/18/2024 11:49 AM
67	This report inadequately considers the fire risk, climate impacts, and regional transportation connections for this plot of land. The notion that Metro is considering allowing more southern-California style sprawl in area with very poor automotive and transit connections in 2024 is deeply frustrating. As the last several weeks of media reporting have revealed nationally, this type of development will not be insurable in the coming years. Metro needs to think forward and better realize the context in which it is making this decisions. Developers want more land: not Oregonians.	8/18/2024 11:27 AM
68	Yes, better roads to handle the traffic.	8/18/2024 9:40 AM
69	What the decision makers already know and must reconsider, dense housing is not good for young families! There’s no place for kids to have a yard and play or have a garden. These homes are an eyesore to the landscape. It’s all about money and not the people. These home are NOT AFFORDABLE.	8/18/2024 7:48 AM
70	The area of Sherwood West is great farmland and wineries that make our city unique. While some development around the high school may be necessary, the Sherwood West concept asks for more expansion than is needed to support our community.	8/18/2024 6:28 AM
71	I think whoever has been making decisions for Sherwood has been doing a horrible job. I’d like to see more independent and family run businesses, not more hotel chains, restaurant chains, etc. I don’t think rapid growth is the right way to approach the future. Sherwood should be investing in what we currently have available in town, people who are interested in starting businesses. Preparing for challenges of the future should be the focus. Not continuing to expand. That will not solve anything, it will just make the problems we already have worse.	8/18/2024 1:08 AM
72	Don't build more homes, save our farms, and improve on what we have already	8/17/2024 8:46 PM
73	I don't see strong consideration of the potential downsides of each plan. If housing is underbuilt (because the area grows more than expected), the consequences are very bad - house prices rise again, families are priced out, people lose their housing, etc. But if we build more housing than necessary, the consequences are not so bad - we are just future proofed and ahead of schedule, dropping housing prices even more.	8/17/2024 2:48 PM
74	There are many types of housing and according to our governor, we need to address them all. When I move to Sherwood 20 years ago, I had three children and was able to find a house that has worked for us . If all that was available were apartments, or high density housing, we would not have moved to Sherwood. We need to have houses that young families can afford, perhaps creating a land trust like in Medford. I understand some that some people want to stop all development, but I believe that that will cause our beautiful schools to be empty and result in us needing to accept students from a larger area. This will have a detrimental effect on not	8/17/2024 9:10 AM

	only our community, but we would most likely attract the best and brightest that could afford to be driven to Sherwood everyday. This would diminish schools in the surrounding areas. We also typically lose people who no longer have children in the schools. We need a place for them to have affordable housing that is smaller so that they do not need to leave their social circles.	
75	The importance of preserving natural areas	8/17/2024 8:27 AM
76	I think that small outlying areas like Sherwood need to remain small. We moved here to a smaller city because we didn't want traffic and houses and excessive growth.	8/17/2024 8:02 AM
77	Climate change and public transit/alternative transit should be of utmost importance.	8/17/2024 5:18 AM
78	Zoning needs to stay where its at	8/16/2024 11:03 PM
79	How valid are your growth models? Internal and external growth appeared stalled.	8/16/2024 9:31 PM
80	I do not think that the impact of adding space as per the Sherwood plan addresses the congestion problems that will worsen or the impact on quality of life in the area.	8/16/2024 4:23 PM
81	Adding urban growth in areas lacking efficient transportation options only creates more expensive local long term costs and declining quality of life	8/16/2024 4:23 PM
82	Population in the Portland area is going down and continued to go down. We do not need to expand so much.	8/16/2024 11:44 AM
83	current roads are not capable of supporting new housing neighborhoods	8/16/2024 7:35 AM
84	Provision of shovel-ready, buildable land for housing and jobs for the next 20 years.	8/15/2024 1:41 PM
85	Growth in the Sherwood direction seems haphazard	8/14/2024 1:08 PM
86	Landowner rights near urban growth areas	8/14/2024 7:01 AM
87	There is a lot of unoccupied space in downtown Portland and surrounding areas. The economy is not in a good position now, no one can afford to purchase a house or pay the high price of rent.	8/14/2024 5:31 AM
88	No. I 100% oppose the expansion of the urban growth boundary	8/13/2024 10:06 PM
89	It says one of the goals is to protect farmland but yet everywhere I look I see more and more land being turned into industrial buildings and houses. So many farms have been lost and it is disappointing to see.	8/13/2024 7:54 PM
90	i am opposed to the Sherwood West Concept Plan, as there is not infrastructure in place to support growth of that size at this time.	8/13/2024 4:45 PM
91	I do not think the Sherwood population is growing as rapidly as stated there is enough housing to sustain growth	8/13/2024 4:06 PM
92	Stay out of Wilsonville	8/13/2024 1:58 PM
93	More transparency of Metro projects. We have a few near us and it’s difficult to get straight answers.	8/13/2024 12:55 PM
94	People need to know what the cost (not the money) is to our community when we just keep building and building and building and taking away land from people that don't want to give it. You have wildlife with nowhere to go but in the neighborhoods then people get upset they are in the neighborhoods you wonder why food is so expensive and unhealthy and it's because with every new community you have less area for farms which means our food comes from further and further away and you have no idea how it gets there or who grows it. Building more shouldn't be the only option.	8/12/2024 6:13 PM
95	Urban densities are reaching unsustainable levels. We have vast room to expand UGB's and we shod do so. Make a plan to double the amount of land available for residential development over the next 20 years. Stop trying to cram ppl in tight places. Fix it now before all the counties decide to annex into Idaho.	8/12/2024 5:29 PM
96	Funding and impact of non taxpayers on quality of life	8/12/2024 4:44 PM
97	Yes, not adequately thought out.	8/12/2024 10:01 AM

98	If Portland area can't enforce the crime there is now why grow?!? ! How about we clean up what is the problem now: homeless, drugs, etc Then when that's taken care up perhaps talk about growth. But why talk about growth when crime is through the roof with what's there now?!?!	8/12/2024 7:23 AM
99	Citizens of Sherwood are not opposed to growth. We are opposed to frivolous spending on endless, poorly planned suburbs that are not supported by current growth patterns and predictions	8/11/2024 8:32 PM
100	PRESERVE GREEN SPACES.	8/11/2024 8:15 PM
101	I need more park with big trees, MORE BIKE LANES, less cars, there is nothing of that	8/11/2024 2:32 PM
102	Traffic congestion already exists on Sunset due to new high school and turn restrictions onto 99 from Brookman/chapman. The neighborhoods back there are not all built out so we haven't seen the true impact of that traffic. It is already very difficult with the existing population adding more houses and more cars is not going to help.	8/11/2024 10:27 AM
103	The most basic of economic theory is supply and demand: restrict supply and the inherent demand will cause price increases. If affordability is a key driver then ensuring adequate supply of land is fundamental to affordable housing.	8/11/2024 8:18 AM
104	We need more land made available for single family housing and just not for apartments.	8/10/2024 11:46 AM
105	Impact on agricultural, wildlife and wetlands.	8/10/2024 10:36 AM
106	Family size is declining. Discourage large house development by charging higher fees and taxes for houses greater than 2300 sq feet.	8/10/2024 9:58 AM
107	Don't steamroll new development...require government agencies to actually and actively listen to citizens. So often over the years I've seen city councils hold meetings for public to share thoughts, but it is very obvious that a plan has already been decided on and nothing residents say is taken into consideration. Most recent example is in King City where a residential street will soon be turned into a major, multi-lane road, destroying the neighborhood with too much traffic and making it a major thoroughfare.	8/10/2024 7:37 AM
108	Many people want to own their residence or live somewhere single-family. Statistics show that kids have higher achievement if they live in a regular home as compared to an apartment. That said, the low number of single-facility homes planned doesn't line up with the priorities/preferences of residents, nor what is best for the next generation.	8/9/2024 11:15 PM
109	Have you population projections taken into account that so many people are moving out of Oregon?	8/9/2024 5:50 PM
110	As updated projections for growth shows a downward trend particularly with the enrollment of the relatively new Sherwood High School at cost of aproximately $248 million financed by taxpayers. The proposed Sherwood UGB plan if approved will again significantly impact taxpayers as well as displace current residents. Smart, prudent and realistic planning for growth is much needed. Otherwise, grabbing large parcels of land with current and productive uses in one fell swoop will have dire immediate consequences as well as unintended consequences in the future.	8/9/2024 11:13 AM
111	Impacts to natural greenspaces, waterway management.	8/9/2024 9:51 AM
112	It is painful to see "decision makers" who see vast developments as necessary instead of using the less desirable land that is available or at least not develop in patches that can be sub divided. Reserving the nature we have is important. As a native Oregonian we do not want Califonication…Mass sprawls of urbanized land. Gentrifying of old neighborhoods should happen before expanding.	8/9/2024 9:32 AM
113	Do not expand the proposed Sherwood area plan, too much traffic causes people to take country roads not built for this high volume traffic. It is causing dangerous situations with high speeds and too much volume on roads not built for this much traffic.	8/9/2024 6:58 AM
114	No	8/8/2024 9:04 PM
115	Oregon is changing many say. Lower population =charm. Higher population =more crime	8/8/2024 8:18 PM
116	Think about cleaning up what you have and not creating more that you can't take care of	8/8/2024 7:45 PM

117	Impacts of Climate change	8/8/2024 7:45 PM
118	The necessity of preserving farmland	8/8/2024 7:05 PM
119	Stop the sprawl	8/8/2024 6:28 PM
120	Keep land as is no more commercial growth	8/8/2024 6:24 PM
121	You are pushing out small family farms by expanding the urban growth boundary.	8/8/2024 1:58 PM
122	I think Sherwood's specific analysis at the local level should be part of the Metro Council decision making. There's a strong argument to be made about where people want to live and work that doesn't always translate to regional land availability.	8/8/2024 1:04 PM
123	no	8/8/2024 12:02 PM
124	I am very against the tall high rise forms of living. The people that buy them are childless. Single family homes need to be focused on. As large companies come this way, Sherwood, the employees come for the schools, and they have kids. Our schools are emptying because there are no children coming up the ranks. It is very sad and the schools get paid per child enrolled. We build all of this for the now, but not for the duration.	8/8/2024 11:42 AM
125	The report seems wise and carefully written to me.	8/8/2024 11:25 AM
126	If the population is slowing or declining why should the boundaries be expanded? Sherwood does not have the infrastructure for expansion. The roads are overcrowded now.	8/8/2024 11:04 AM
127	Traffic and dense housing increases school crowding	8/8/2024 10:47 AM
128	How about we grow in the surrounding communities outside of portland? Office space downtown is empty, people are fleeing the city yet we want to rip and build on fatmland	8/8/2024 9:54 AM
129	I think we need more responsible growth. We keep building more while there are buildings sitting empty for years. Sherwood theater has been empty the old Hagens building in Tualatin also has been empty for several years as well as my others. Maybe before expanding one should consider repurposing existing buildings.	8/8/2024 9:42 AM
130	I can see wanting to expand the boundary to the north or SE. Tigard, Tualatin or Wilsonville will want to grab that space. There doesn’t seem to be a push from the west or Sw for that space. Need to not spread to far too fast. IMO	8/8/2024 9:37 AM
131	Not considering what is best for us in Sherwood. We like small community living. Stay away !!!	8/8/2024 8:49 AM
132	I think there are other places, for example West Lynn or Wilsonville that already have the beginnings to your urban sprawl. There are just too many roads that are congested and it’s becoming Los Angeles quite frankly disgusting. Please leave some of the cities in Sherwood Canby etc., so that we can have rural areas and people that want the countryside feel. Leave them alone.	8/8/2024 7:14 AM
133	it seems clear that the statistics regarding growth (population and growth) indicate that expansion of UGB is not needed at this time. The Sherwood West proposal is the product of a few influential politicians and developers, and is not the desire of Sherwood general population.	8/7/2024 8:21 PM
134	Does not consider the exodus of people from Portland to Washington due to higher and higher taxes; recent layoff statistics and declining population does not justify the need for expansion of the UGB; no indication of jobs to be created by each business when AI and automation are replacing workerrs	8/7/2024 7:57 PM
135	we don't need UGB expansions, there are so many places for redevelopment, and developers are making way too much money, create a local lending program for building affordable housing, and for wealth building for communities of color	8/7/2024 4:34 PM
136	It looks like a good plan.	8/3/2024 8:26 PM
137	Historical aspects, the heritage of native people, the preservation of land that may contain artifacts, minerals or be of historical importance. Or, significant & with a legacy of those who came before us. The rights of farmers, especially, families who have been tending to land (much of it which could be considered some of the best in the nation for agriculture) & animals for generations. Also, the Native Americans heritage & culture as many areas in Oregon have artifacts (that can easily be missed, discarded or ignored), historical & cultural symbolism & importance.	8/3/2024 12:50 PM

138	OR 99W and Sunset Blvd intersection needs a traffic study before the UGB is expanded, not after.	8/2/2024 11:42 PM
139	There are lengthy discussions about housing and industrial building, but no mention of commercial amenities close to housing. It would be nice to have restaurants that are not in strip malls and are more integrated into each neighborhood (like old Portland, with small stores, eateries, service stations among the neighborhoods). Feels less like SPRAWL.	8/2/2024 3:13 PM
140	The land that is left for residential development isn't always workable for builders. Sometimes the land, although surrounded by neighborhoods, cant gain utilities. Or the transportation plan doesn't match the development needs of the city. I'd like to see more opportunities in Tigard, Beaverton, Bethany, and Hillsboro.	8/1/2024 12:31 PM
141	No	7/31/2024 8:37 AM
142	Decide on buildable land areas based on _middle housing_ options, not single-family zoning!	7/30/2024 7:44 PM
143	Unfunded past needs.	7/30/2024 8:55 AM
144	the public is appalled at the appearance of high density neighborhoods. people are leaving Portland becasue if the fixation on density and the lack of senior living options. The public seeks more diversity in housing choices and more complete neighborhoods.	7/30/2024 7:14 AM
145	The urban growth boundary is one of Oregon's most valuable assets. Preserving this boundary in spirit and in substance is critical to this state being the place people choose to live.	7/29/2024 11:48 AM
146	not at this time.	7/29/2024 9:35 AM
147	The consideration of houses not being available or owned by residents. It doesn't do any good for the community if corporations or individuals are purchasing homes to use as rentals or other money making ventures.	7/29/2024 7:48 AM
148	no need to expand ugb, make esisting city more dense	7/28/2024 12:50 PM
149	Climate change, both how to mitigate it in the urban area as we grow, and how to reduce everyone's carbon footprint through planning.	7/28/2024 8:34 AM
150	Yes. There's a housing crisis. Homes are unaffordable. Supply is not matching demand. We should strive to have the same housing affordability as Michigan, not just accept that the west coast is expensive. We made it this way. We need to adopt the if we built it someone will live in it and build until the affordability crisis is abated. This report does not address the immediate needs nor total volume of new housing supply with the urgency the problem deserves from an organization that has the power to make a difference.	7/25/2024 7:17 PM
151	It looks pretty good	7/24/2024 5:33 PM
152	Yes. I have several concerns and oppose approval of the proposal: 1. The City of Sherwood failed to plan for traffic infrastructure related to the proposed growth, making the plan unfeasible. 2. The proposed industrial zone has large swaths of area that are designated at Title 13 upland habitat. The plan does not address this major barrier and operates on an assumption that the designation can be removed or does not apply. 3. The proposed industrial zone has a 500KV transmission line running diagonally through a central segment contemplated for large-scale development. Use within the easement is extremely limited (parking lots, containment ponds and the like), making the area not suitable for industrial development. 4. The area is not suitable for chip and other similar types of manufacturing due to EMI (electromagnetic interference) from the transmission line. 5. The proposed industrial site is in the gateway to wine country from Hillsboro and Beaverton, threatening the agricultural use that is a major benefit to Oregon's economy. 6. The proposed industrial zone is in close proximity to the Tualatin National Wildlife refuge, raising additional concerns about environmental pollutants in this ecologically sensitive region.	7/24/2024 3:55 PM
153	I agree with Dr. Gerard Mildner, Professor Emeritus of the PSU School of Business who makes these important points: 1) Metro should reject the staff's Draft 2024 Urban Growth Report. High housing costs are real. Working at home (now 24% of workers) requires larger housing units, not smaller ones. The existing UGB includes a lot of hard-to-develop parcels, as well as private zoning that prevents middle housing. 2) In the draft, staff argues that "fertility rates in Oregon are below replacement, so high population growth only comes from attracting younger workers. Younger workers choose multi-family locations. And more multi-family apartments	7/24/2024 11:56 AM

	means less acreage needed within the UGB. Hence, no need to expand the urban growth boundary..." There are two problems. First, multi-family housing is more expensive on a per square foot basis: Two-story apartments are the lowest cost form of apartments. Five-story construction like we see in Beaverton and East Portland require rents about 50% higher to justify construction and dominate when land costs are higher. True high-story using steel and concrete (or massed timber) requires a further 50% premium in rents, and dominate in downtown Portland. Hence, Metro is exposing us to further increases in housing costs. However, housing prices are never discussed in the Draft Urban Growth Report. Staff applies their engineering metrics of people per hectare, and ignores economics. Second, people age and have families. While it's possible to recruit college graduates to move to the region, the individuals seek larger housing units as they age. The 22-year old who arrived in 2024 will be a 42-year old at the end of the planning period. And as we discovered during the pandemic, single-family homes offer great opportunities for home offices, bedrooms for relatives, and backyards for children. We need to factor in that people grow up.	
154	I can see making a special exception for UGB in the case of Intel or another massive commercial project that's going to inject billions of dollars into our local economy. But that's the only exception. Suburban sprawl is a proven GDP killer. I have found the website Strong Towns to be immensely helpful in explaining to people why suburban sprawl is actually bad for economic development in the long run	7/24/2024 7:32 AM
155	It seems Sherwood will need more housing and mixed use high-end shopping areas for its residence. Already housing prices are high because there is a shortage in the area.	7/23/2024 9:20 PM
156	Denser Development	7/23/2024 8:54 PM
157	This report shows we have a shortage in housing and employment land and we need to continue to grow in a way that enables quality of neighborhoods, affordability and attract businesses. We need to continue to grow to be healthy.	7/23/2024 8:30 PM
158	The low value of subjective assessments of the types of growth that will occur in the future. Footnote 3 on Page 38 relies on jurisdictions own estimates of what kind of demand for housing there will be in the future, despite the noted clear market incentives to the contrary. Middle housing has only really been available for a few years, and that period has been heavily punctuated by the pandemic. The real impact of those changes will take decades to see, and subjective information about past growth patterns have little value in the face of the newly unleashed market demand that will, under all other scenarios, drive new growth. This is especially important to consider when every other scenario for growth supports Metro's policy goals. Finally, I find it very strange that only a single small city in the region has interest in expansion. Either that city is misinformed about actual demand (a "hospitality zone" in Sherwood, really?) or every other jurisdiction in the region has completely missed the boat. I think I know which is more likely. I suggest that the Metro Council take into consideration the dearth of expansion options being presented as further evidence that the demand for growth actually isn't there.	7/23/2024 6:39 PM
159	The estimates assume many things, but do not factor in new work from home models, AI impacts on work models, or any other forward looking assumptions.	7/23/2024 6:19 PM
160	By enlarging growth boundary you are taking away areas which are now rural and small woodlot areas enjoyed by middle class and lower class families and replacing them with small apt, house lots. The gap between the wealthy obama like estates and what you want to do will increase. And which group do you belong to?	7/23/2024 3:19 PM
161	I agree that the boundary should not be expanded and we should work to improve the existing land	7/23/2024 3:14 PM
162	Taking into consideration the land and low traffic needed in agriculture areas where you have animals, large machinery, etc which is impacted by bringing in commuter roads.	7/23/2024 2:12 PM
163	Severe traffic problems with overburdened road systems in Sherwood Oregon and SOLUTIONS before even considering growth outside the current urban growth boundary. No need for industrial growth outside of current growth boundary - extensive options along Tualatin Sherwood Road. Adequate development land within the current Sherwood boundary.	7/23/2024 12:06 PM
164	The need for farmland is critical. Other than a gratuitous statement of its value, the Report does not address the consequences of replacing fertile, productive land with houses and industry. Build those structures on poor soil, where farming is not tenable. This should be addresses in the Report.	7/23/2024 11:17 AM

165	A UGB expansion in a part of the metro area poorly served by transit and likely to be entirely car dependent does not align with any of our regions goals. As such, it’s unclear why it’s being considered	7/23/2024 2:36 AM
166	I think the zoning is way too aggressive, I think we need to honor what Tom McCall wanted for Oregon. I don’t believe creating more homes is going to create housing that is more affordable. Supplies are too expensive and resources are limited. I think if we randomly infill without thinking ahead, then we’re just going to be damaging Oregon as a state. I think we need to address infrastructure rather than just letting infrastructure motivate us to improve it based on building more homes. No toll without a vote. Let’s stop copying municipal code in California and let’s get with with the program on why people are moving out of California. Environmental first!!	7/22/2024 3:06 PM
167	Building designs with the change in climate in mind.	7/21/2024 10:35 AM
168	The area is losing residents. There's no reason to extend the growth boundary.	7/21/2024 9:00 AM
169	Looks good to me, just want more density	7/20/2024 9:12 PM
170	Do not expand the urban growth boundaries anymore. We have enough land within their current extent to build densely. This will preserve open spaces and discourage car usage which is bad for the environment; it will also encourage transit usage which is the way of the future.	7/20/2024 7:38 PM
171	No	7/20/2024 7:41 AM
172	Inclusive community engagement; conducting an equity assessment on the concept plan	7/19/2024 4:15 PM
173	Not enough work was done to analyze changes in policy that encourage veritcal growth and density in the existing lands. The report focused on unused/available lands, which is not the only way to change policy and discourage sprawl through UGB expansion.	7/19/2024 2:06 PM
174	First, if manufacturing jobs represent only 10% of total non-farm jobs in the region, why so much emphasis on it instead of prioritizing other sectors? Second, is there any study of the effects UGB growth causes on air and water quality? Pollution is a crucial factor to consider.	7/18/2024 12:03 PM
175	Residential RV parks and mobile home parks can be a very useful tool for lower income housing, but they are prevented in many communities and not mentioned in the reports	7/18/2024 6:16 AM
176	There is too little consideration for watershed restoration in suburban areas. At this stage in development it would still be easy for us to reclaim riparian areas and sections of streams with free flowing water and designate them for public use. If we wait twenty years more of that land may be covered with pavement or sterilized of natural habitat.	7/17/2024 11:12 PM
177	TRAFFIC 🛑	7/17/2024 6:04 PM
178	The report claims that more land is needed for "welcoming families". Aside from the city of Sherwood targeting employers not residential development, the claim that there isn't enough land for either is absolutely false. Look at the development adjacent to the Tualatin-Sherwood highway. It's all auto-centric, low-rise sprawl surrounding a wide highway that only induces more driving. Even the high school is auto-dependent. If Sherwood (and the rest of Oregon and the US) developed in a similar pattern as before the car dependent suburban experiment, there would be plenty of land available for new businesses and families. Instead of looking to reverse the mistakes of the past 5 decades, Sherwood is just trying to continue the auto-dependent development. The city is claiming that they need space for all type of housing and that land scarcity is driving up costs. That's baloney. The suburban development is what's made land scarce because of inefficient use. And an efficient use of land will make land available for housing. Just not the typical suburban single family detached housing. And while the state mandates sidewalks and bike lanes, it doesn't mean that they'll be used when the destinations are far apart and the environment is hostile to the development. Finally how does all this need take into consideration the development going on in King City, Hillsboro, etc.? If you're only looking at Sherwood in a vacuum, then you are missing the cumulative impacts of development as well as trying to steal jobs from surrounding communities.	7/17/2024 2:18 PM
179	The will of the people who live here.	7/17/2024 2:00 PM
180	This expansion creates too much low density housing. If the proposal is serious about creating more housing and jobs it should only include space for multifamily housing that can be mixed with commercial spaces. We need more NW 23rds not more Lake Oswegos.	7/17/2024 9:20 AM

181	No. Please approve it	7/16/2024 11:18 PM
182	For Sherwood to maintain its quant quiet small country town feel it cannot continue to sprawl out into the countryside that makes Sherwood what it is. There is enough space currently in the city that should be reimagined and redesigned to support more homes and people	7/16/2024 8:46 PM
183	The report did not consider the potential impacts of climate change, in terms of population increases in the Northwest due to cooler weather and water availability relative to other parts of the country, and also impacts of climate change on the wildland urban interface and how this could impact fire risk for the edges of the Portland area.	7/16/2024 8:26 PM
184	Plan more roads. Stop allowing destruction of natural area and trees and require trees be preserved as well as more planted instead of grass.	7/16/2024 6:26 PM
185	I think a more in-depth analysis of how mixed use and/or dense an area needs to be in order to, at the very least, financially break even (taxes collected minus cost of local services provided), would be highly beneficial, especially if it can be put in a visual format which is much easier to understand. Urban3 (which worked with the City of Eugene) does this kind of work, and I feel Metro may gather very valuable information from this type of analysis, even for specific areas within the UGB. Financial viability should be at the core with Metro's development decisions so ensuring this single element is achieved and can be demonstrated to the public with figures and images seems an essential element to consider.	7/16/2024 5:52 PM
186	I think the decision makers have already made up their minds on what they plan to do and it many times is not in the best interests of the communities	7/16/2024 12:20 PM
187	No.	7/16/2024 10:24 AM
188	The employment and population forecasts are unduly pessimistic. This area has done better than national trends consistently over the last few decades, and the forecasts appear to anticipate decades of decline.	7/16/2024 9:04 AM
189	Funding for schools! You cannot expand boundaries and overfill our schools without discussing how these (and other entities) will see a compensatory increase in funding.	7/16/2024 8:09 AM
190	There needs to be more land opened for more housing. We need to restrict Airbnbs as almost a quarter of homes are being bought by investors and rented out increasing the cost to rent and to buy. If we limit airbnb or charge a fee for doing Airbnb we can create revenue to allow for more subsidies on housing. But the biggest need is a larger amount of buildable land so people can actually afford homes and lower price.	7/16/2024 8:00 AM
191	Metro needs to read between the lines of the Expert's analysis. Even the small baseline growth assumption seems optimistic. Developing suburban land will not create "affordable housing" in locations where it is needed.	7/15/2024 8:39 PM
192	Why do we need to create conditions to attract people to settle here? It's okay to not do that. They will go elsewhere and that is okay. We have always been fine. We already have too much congestion and need breathing room.	7/15/2024 7:50 PM
193	I think crowd control. If you are going to purchase a house, chances are you want a yard, places to safely park (or where guests can safely park), and really resources and road/traffic control. The bigger Portland gets, the more cars on the road…maybe it's time to consider different highways that avoid clustering the hwys that already exist. Wildlife also needs much more considerations. We have a lot of animals that migrate through the season and even during the day, they need safe areas to complete this. Tigard has amazing walkways through the city which follow a stream and tons of wildlife use it for traveling away from cars as well as a food, shade/shelter, and water source. It's surrounded mostly by roads with low speed limits which is helpful too.	7/15/2024 7:17 PM
194	Quit taking out property	7/15/2024 6:47 PM
195	More focus on providing good housing for all demographics and not creating slums. More focus on transportation as well as drivability. More focus on public safety, education, sustainability,	7/15/2024 5:54 PM
196	Maintaining an affordable supply of single family and mid density housing	7/15/2024 5:28 PM
197	Too many people in the boundary lines causes insane traffic for people living near the highways. I can't even get out of my neighborhood to turn on to a road because there is so much traffic	7/15/2024 5:12 PM

198	The proposed size of the UGB in Sherwood seems extraordinarily oversized, with lands that are currently used for employment in forests, farmlands and wineries being usurped by potential new employment that is uncertain. Damage to watershed and forest lands are not be duly scrutinized.	7/15/2024 3:31 PM
199	Thank you for the survey. Please remember to hear both sides of the coin in all of these affairs.	7/15/2024 3:25 PM
200	When economic development staff in the region are working to attract employers, they need quick decisions. We never have enough options. I think the semiconductor task force and the state's decision to allow an expansion if the opportunities present a quick decision. More 'optional' land could be a good policy when all the right conditions are met.	7/15/2024 2:14 PM
201	I think you are gonna see tons of commercial land come up for sale and flud the market with people working from home. Maybe a plan to convert through building or land inside the urban growth boundary to housing. That will help. And cut all the red tape to build on the land we have now. No one can developed land if it cost 125k just to see if anything can be built.	7/15/2024 1:45 PM
202	Farm land and wild spaces, especially in sherwood. It would be preferable to establish larger housing withing existing city limits vs expanding into the broader area	7/15/2024 1:41 PM
203	Build the infrastructure/roads/ammenities before allowing more residential	7/15/2024 1:35 PM
204	It's good. Let's fund it.	7/15/2024 1:17 PM
205	See above. Expanding the UGB for the sake of more single-family residential development is merely blessing sprawl. Thank you.	7/15/2024 1:12 PM
206	Underproduction on recently added lands to the UGB suggests that proponents for expansion are not honest in their assertions. Also, recent proposals for expansion of nearby UGBs, as in North Plains, utilize regional rather than local growth to make their need case. This suggests, at a minimum, that nearby cities should be added to the Metro UGB should they seek to expand their UGBs.	7/15/2024 12:58 PM
207	The cost of living is only mentioned twice in the draft report. Perhaps addressing this would help with uncertain emigration numbers.	7/15/2024 12:40 PM
208	No	7/15/2024 10:53 AM
209	Fewer parking lots, less sprawl, more dense housing, narrow freeways and add tolls, more bike paths	7/15/2024 10:35 AM
210	While you give lip service to climate change, not enough is being done.	7/15/2024 9:56 AM
211	See above. Do not open the UGB to large plots of ‘farms’ that get reduced taxes for having a llama ir Christmas trees. We all know that is a sham to allow rich people estates.	7/15/2024 7:25 AM
212	No	7/15/2024 6:07 AM
213	I am older woman, age 74 and do not think you are taking into account people like me who living long. Keep public transportation strong so I can go Places. I work part-time and still drive a car but not for long so please don't disregard the needs of older people like me.	7/14/2024 5:37 PM
214	The mobility corridor connecting Portland, Tualatin, Sherwood, Newberg, Dundee, McMinnville, Sheridan, and Lincoln City needs a major upgrade, especially with the growth planned for Sherwood West, and continued growth in Yamhill County.	7/14/2024 3:55 PM
215	Community wants. Oregon talks a big game but consistently underestimates what is needed. See the lack of lanes on 217 while light rail was promoted, people do not want mass transit but tax dollars are wasted instead of put where the community wants. Soulless development of cookie cutter houses replace rural and natural areas. Oregon is supposed to be about conservation, not how many tax revenue lots can be jammed into the urban growth boundary.	7/14/2024 3:35 PM
216	Please stay away from Sherwood'as green space, wetlands and agricultural land.	7/14/2024 3:25 PM
217	The Sherwood West proposal as it pertains to Lebeau and the nearby Edy road area. There is no need for additional industrial growth in these areas. We live in the area and are members of local wineries there, all of our neighbors are against the unnecessary growth in this area. I am concerned for the environmental impact that growth in this area would cause and for the loss of the natural beauty that drew us to Sherwood. Tualatin-Sherwood road holds plenty of space for	7/14/2024 2:16 PM

	industrial growth and it is not needed on the Lebeau/Edy side of Sherwood. Please consider the residents and the environmental beauty of these areas before approving this project as it will bring a negative impact on the community.	
218	Most important the limited water supply of Chehlam Mt. has been taken into consideration at all, particulary based on the models of the past yrs of shifted temperatures and climate. People move in , parks r created and water wasted to.kerp them all green. Chehlsm Mt. does not have an aqua fir and must rely on rain which has been heavily impacted. 2. The infrastructure and traffic patterns were not considered at all for the area. Development is allowed to come first and no infrastructure, then yrs if worthless construction and traffic jams. 3. Sherwood City council only wants the profits.	7/14/2024 1:53 PM
219	No	7/14/2024 12:44 PM
220	No	7/14/2024 11:19 AM
221	There are so many new buildings and warehouses and apartments and such in Sherwood we don't need to take up any more farmland. And we really don't need that much more congestion on that side of Sherwood.	7/14/2024 11:16 AM
222	Traffic, funding for all the growth expansion. Sherwood residents already paid for a gigantic high school that is only a 1/3 of total capacity. Sherwood residents do not want to fund more unwanted and UNNEEDED expansion into our green space and precious ag land.	7/14/2024 10:28 AM
223	Not enough infrastructure or community input	7/14/2024 10:25 AM
224	Citizen comment	7/14/2024 10:13 AM
225	The North District is currently farm land and at the base of a hill that is all agriculture. We do not ag land this developed into manufacturing and commercial space, adding more traffic to an already bottlenecked Roy Rogers road. Sherwood already expanded to develop more commercial space. This land has not been fully developed, yet the city is already asking for more. tualatin, King City, and Beaverton, All bordering cities of Sherwood, I've had massive growth or art currently in the growth process. The city of Sherwood demonstrates a lack of need. Metro must consider want verse need in this scenario. This ask would expand the city of Sherwood by 41%, an obscene amount of unnecessary growth into utilized farm and agriculture land. The land that the city is requesting, backs up to a national nature preserve, a precious creek and wetlands, and farm land that is all currently farmed. This land ask is unneeded and unwelcome but the majority of Sherwood residents. This has been demonstrated by a survey of Sherwood residents. Over 80% of residents rejected the city's proposal plan.	7/14/2024 10:03 AM
226	I think the decision-makers need to put more emphasis on how we are traveling around the city and look to boost trimet influence on the city. More bus lanes and build the southwest line.	7/14/2024 9:25 AM
227	Need to better factor in seniors	7/14/2024 12:07 AM
228	The house size was not considered. It would be wise to focus on density increase and apartments building woth mentioned family size decrease.	7/12/2024 11:40 PM
229	I appreciate the focus towards climate change and there was more focus on car free infrastructure than I was expecting. But one thing I think needs improvement is a stronger focus of prioritizing more dense housing and their proximity to green spaces. It seemed like when looking through the proposals, the low density SFH areas were closer to the nicer park areas. I also think this area needs to prioritize state of the art bike and walking infrastructure. The trails mentioned sounded good, and it would be great if they were totally separated from car right-of-ways. I would prefer all of this to not happen at all, but if it did, I want to see it done right with good urbanism design features and reducing reliance on cars.	7/12/2024 8:13 PM
230	no	7/12/2024 7:47 PM
231	Vertical development is a direction - we can build up, build density, and single family car oriented development is not necessary at this point. There is a lot of density to build and zoning + investments can make it happen.	7/12/2024 6:10 PM
232	more thought needs to go into transit access	7/12/2024 5:31 PM
233	We need housing and commercial offerings where schools and business In order to contain traffic - housing and commercial offerings must surround schools and places of events.	7/12/2024 1:10 PM

	Washington County is not well organized, there is a lot of driving to get from one place to another.	
234	Equity and access to opportunity and how severe restrictions on the urban growth impact communities of color and other disadvantaged populations.	7/12/2024 12:23 PM
235	Suburbs destroy ecosystems, increase emissions, decrease equitable access to nature and heavily reduce human interaction. They are not the right answer to expansion.	7/12/2024 7:47 AM
236	I didn’t see much of anything on the bicycle network and how it will fit in with the surrounding environment. After all at the center of the expansion is a high school and students should have access to safe and efficient routes to their schools.	7/12/2024 12:22 AM
237	Climate change, ecosystem loss, equitable access to nature. Greater density is the solution, not the occupation of land that should be wild.	7/11/2024 10:31 PM
238	Please consider housing outside of single family homes. As long as we can transit to home, to work, and to green spaces, we don’t need the suburban dream which is much harder to maintain and really limits growth	7/11/2024 6:57 PM
239	Yes. We do not need to expand the UGB, in Sherwood or anywhere, to accommodate the region's growth. UGB expansion areas always just produce more high-end housing, not the more-affordable options that we need the most. Further, building new housing at the edge forces people into their cars, increasing their household expenses -- also not great for lower-income folks. We ESPECIALLY need to stop expanding the UGB far from transit. The region really f'd up in allowing Happy Valley to happen, but not planning to extend MAX to serve it. We're not planning to expand MAX to Sherwood. Therefore, we should not expand the UGB there. Simple as that. Vote no, go home, and spend some of your vacation time.	7/11/2024 6:12 PM
240	Low density development, transportation, car dependence, cost of living including transportation	7/10/2024 10:14 PM
241	Need to consider how Sherwood can be more judicious about densifying it's existing land	7/10/2024 9:51 PM
242	Metro's regulatory process bogs down housing development - development being so needed to put young people/families into their first house and put them on a road to individual prosperity.	7/10/2024 8:30 PM
243	Low density housing should not be added. Low income housing should be 50% of all new housing in expanded area.	7/10/2024 5:14 PM
244	Transportation has to be a major factor in this decision. We must greatly decrease vehicle miles traveled while increasing access to housing.	7/10/2024 12:08 PM
245	You will kill the vineyards and wineries business around here if you keep building lower income housing. And that is an important part of Sherwood/Newberg/Dundee tourism.	7/9/2024 9:48 PM
246	I did not see enough emphasis on local (city) decision making and responsibility. Plus, I did not see enough working together between regional and local government and insufficient level of public information and reaching out to get every one involved.	7/9/2024 3:43 PM
247	?	7/9/2024 3:15 PM

Q5 Please provide your comments on the Sherwood West proposal in the box below.Proposal Summary:Name of urban reserve: Sherwood West Gross acres: 1,291 acresHomes planned: 3,120 – 5,580 unitsJobs planned: 4,500 jobsThe City of Sherwood has proposed expanding into the Sherwood West urban reserve to support development of homes and jobs. The planning for this area began in 2015 and has resulted in a concept plan that reflects the community's priorities for employment and economic growth. The plan also reflects new housing regulations meant to encourage the development of many different types of housing.To learn more about the project proposal, visit the webpage.

Answered: 182 Skipped: 183

#	RESPONSES	DATE
1	This city has NOT done an adequate job of utilizing existing development nor accurately forecasted the growth. Our incredibly expensive high school is underutilized and we're paying for it as tax payers. This is not the right direction to go for Sherwood.	8/23/2024 10:11 AM
2	This is a land grab. There is no reason to disassemble rural properties & farmland, destroy peoples businesses, introduce commercial/industrial complexes (when there are empty & unleased inventory) create high density housing when research shows a decrease in population, deterioration of the level of education in the school system, and housing prices skyrocketing. I am all for growth in a measured & logical manner when the need arises. There is no evidence that supports an inclusion of this magnatude	8/22/2024 10:03 PM
3	I am totally against the growth proposal	8/22/2024 9:46 PM
4	this may not be the right place to put this, but I found the webpage difficult to navigate—it was hard to find the information I cared about and if I hadn't been wanting to fill out this feedback form, I probably would have clicked off before getting the answers I wanted. something about the navigation could be clearer (I wasn't even really sure if the right webpage was linked at first)	8/22/2024 9:42 PM
5	Sherwood currently has some of the most expensive utilities. There is no financially viable way to expand housing and businesses and keep the livability of Sherwood affordable. Sherwood is in the middle of wine country, a huge economic resource for the State of Oregon and the Metro area. Expanding the Urban Growth Boundary will cut into this critical agricultural land needed to help further Oregon's wine industry. On top of this Oregon is known world wide for its amazing views and natural beauty. Swaths of industrial parks and cookie cutter housing is no way to help Oregon or Oregonians in developing affordable and liveable housing. The current plan suggested is not a wise option for the viability of Oregon's future and I stand against it.	8/22/2024 7:10 PM
6	Sherwood is not ready for more growth. Part of Sherwood charm is open spaces, wineries, and fram land. It's rural and near major cities. Road s are not sufficient for the traffic as it is. Losing forested land would be a huge downfall and make Sherwood less desirable	8/22/2024 6:55 PM
7	To whom it may concern, As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community. Keep our small town feel! Ask people why they live here...it is because of the small town feel....do not become a Beaverton! Sincerely, Patricia Hales	8/22/2024 6:34 PM

8	I disagree with the expansion of the urban growth boundary.	8/22/2024 6:31 PM
9	I support the Sherwood West Proposal	8/22/2024 4:40 PM
10	Being a property owner in the proposed expansion area who farms the land this expansion pushes us closer to losing our lively hood. Developers are continually contacting us and wanting to purchase our property. We are not interested. This is a very large expansion request. Is all or any of this land really needed now?	8/22/2024 11:53 AM
11	The Sherwood West Fact Sheet notes that, in an expansion proposal, cities are asked to show that “development of the proposed expansion area is feasible and supported by a viable plan to pay for needed pipes, parks, roads and sidewalks.” I commend Metro for asking cities to demonstrate this. Based on the Sherwood West expansion proposal, I do not think that the City of Sherwood adequately demonstrates that infrastructure development is feasible. Appendix B of the Sherwood West UGB Expansion Proposal Part 1 discusses infrastructure funding for the proposed development area. On Page 316, Leland Consulting notes: “Across both scenarios, revenues generated under a full buildout of Sherwood West are sufficient to cover estimated infrastructure costs for sanitary sewer and parks, but not for water, transportation, or storm infrastructure.” Additionally, they note, “ It is not unexpected to find a deficit for transportation infrastructure…when considering that many local governments are challenged with funding road development and maintenance.” The proposed funding strategies on subsequent pages are not guaranteed, and they largely address upfront development costs rather than maintenance costs. A city should not be allowed to expand the UGB without the ability to pay for ongoing maintenance. With our current inability to fund maintenance, people in the Metro area are already experiencing the negative effects–why exacerbate this by further sprawling outwards? The development in the proposed expansion area will not provide the tax base required to support their infrastructure in the long-term, and it is unfair for other areas of Metro to subsidize the City of Sherwood’s expanded area.	8/22/2024 11:40 AM
12	I believe very little thought has been put into the traffic these 5,580 homes will create. Average 2 cars per home so an additional 11,000 cars will be on raods that are already conjested. Also you are going to burden the current property owners with additional taxes for improving infrastructure, roads, schools, and fire stations that these 5,580 homes will require. You are taxing the current property owners right out of their own homes just to make room for people that don't even live here yet.	8/22/2024 10:22 AM
13	Doesn’t seem like the plan accounts properly for the cost of maintain this sprawl infrastructure, and they certainly have not maximized the housing and jobs potential within their current perimeter.	8/22/2024 10:10 AM
14	The Sherwood West area consists of farms, forests, and other properties in the hills of this countryside. Most of it is not suitable for the increased traffic that this development would bring. If you are inclined to approve an expansion, I strongly urge you to reduce the amount of acreage dramatically. There are few east/west roads that connect Sherwood West to Hwy 99W (which is our lifeline to everything), and the City has no plan or intention to increase those. They have only proposed new north/south roads which won't connect to Hwy 99W. I fear we will all be stuck in a logjam up the hill unable to access Hwy 99W if several thousand new residents are put here. This is an area of sloped, narrow, two-lane roads. The intersection of Edy Road and Hwy 99 can't be expanded due to Walgreens being on one side and the Providence building being on the other. It's going to create unsafe conditions and car accidents for the existing residents along the side streets who need to pull out onto Edy Road if there are thousands of additional vehicles to compete with. If you need one example of traffic dysfunction that has been created by adding thousands more homes all in roughly the same geographic area, like the South Cooper Mountain, Tigard/West Tigard, and King City expansions, look no further than SW Fischer Rd and Hwy. 99W. Traffic traveling north on Hwy 99W often comes to a stop well before this intersection, because there are so many cars making a left turn onto Fischer Rd that they have spilled over the quite long left turn lane and are now stopped waiting to turn left while in the left TRAVEL lane of Hwy 99W. This is right in front of a TVF&R station, and the results of this grid lock traffic are going to prove tragic when an emergency arises, and fire trucks can't get to where they need to go.	8/22/2024 3:04 AM
15	The City of Sherwood, according to available information, has an employment-population ratio of about 50%. This is extremely low, even compared to nearby cities. This is because Sherwood is a suburb, with a high median income, far from job centers, and dependent on freeways for access. This sort of pattern of predominant single family homes, with few jobs, connected by freeways, is catastrophically bad for regional health. The reason Sherwood wants to expand its UGB is exactly because it requires continual sprawl to fund the borrowing	8/21/2024 11:14 PM

	it made in the first place. While I appreciate Sherwood is seeking to add additional jobs and create mixed-use neighborhoods, the fact remains they must first do this within the existing city boundaries. The city has proven incapable of mixed-use neighborhoods close to jobs and schools. Giving them more land and hoping they 'get it right' does not make sense- and it shows in the proposed zoning, which is still predominantly low-density residential. In fact, the breakdown of zoning reflects existing Sherwood zoning quite directly. I don't know why we would expect a better use of new land. To accomplish regional goals, and even to create a healthy Sherwood, we must develop existing land within the UGB so we can create financially and environmentally sustainable population growth.	
16	Please make sure this doesn't turn into typical urban sprawl that's bad for the environment and pushes out low income bipoc communities.	8/21/2024 11:11 PM
17	I am against the industrial expansion. The City has been Disingenuous about the planned use of the mixed employment area during all it's public outreach. Industrial use was only mentioned during after the outreach was finished. Do not think for a minute there is support within the city for another industrial area. Just look at their actual Sherwood West Concept Plan. They did not discuss industrial use. The plans for Elwert Road are inadequate to support the regional traffic connector role for which it serves. The City made vague statements about a north south connector. Their own traffic studies showed such a connector would not be used. Plus due to the steep slopes in the area it would be too expensive to build. The City also did not represent they would be asking for the whole area to be brought in. If Metro approves the ask, given the City's lack of transparency it is quite likely there will be a major outcry by the voters and the City Council will once again be forced to withdraw the ask. Just like happened in 2017.	8/21/2024 11:04 PM
18	this land will be on the urban fringe and will increase regional VMT substantially while creating more infrastructural liabilities. This kind of development is making us poorer and needs to be stopped. We need to stop this sort of thing by a building boom in more central areas.	8/21/2024 8:18 PM
19	Land use to facilitate industry is poor use of the proposed expansion. The land is too close to existing residential land, farm land, and protected habitat. Additionally, there is minimal exploration of a feasible way to support the growing and expanding transportation needs of the aforementioned proposed industral space.	8/21/2024 6:15 PM
20	The Proposal is not reflective of actual population growth and community needs. Expansion size is ridiculous. Fails to consider long term costs to current residents in terms of taxes to support the infrastructure that would be needed to support this plan. Tax burden analysis seems to be missing altogether.	8/21/2024 5:56 PM
21	Work on densifying existing neighborhoods instead of focusing on sprawl. Expanding the boundaries of the city will force the city to stretch it tax revenue even further than it needs to now.	8/21/2024 4:57 PM
22	For the Sherwood West expansion plan that was submitted in 2016 doesn't reflect the more recent population decline. The concept plan should be scaled back to reflect more current data and the UGB expansion should be 50% the original submission. Additionally, their concept plan doesn't adequately address the funding of infrastructure. Such a large expansion is not warranted at this time. There will be opportunities for additional land to be added if necessary.	8/21/2024 4:22 PM
23	Specifically in the Sherwood West expansion, the concept plan did not represent the will of the majority of Sherwood residents. 80% of residents did not want to see the level of expansion and were gravely concerned about how it would affect the livability and sense of community that already exists. There is no reason to add the entire amount into the UGB at this time, smaller more thoughtful expansion was never considered and the cost to add services support this vision and will be a huge burden to citizens, despite the city claiming it will not. Also the inclusion of light industrial so near many farms and vineyards is just irresponsible. Many of the discussions the city mentioned was to tout Sherwood as a gateway to wine country, yet we would do major harm to the two wineries closest to us. Also the concept plan around Elwert being similar to Sunset doesn't make any sense given the already burdened use of Elwert which will grow dramatically if the planned growth of homes and light industrial actually went in. Overall citizens have been providing specific, data-driven feedback during this process raising concerns, which the City noted but never really addressed. Yes they asked for citizen feedback, but most was ignored as citizens just saying "no growth" when in actuality we were trying to raise visibility to some of the serious oversites in this plan.	8/21/2024 3:07 PM
24	Build denser, not outwards. Suburbia can't pay for itself in maintenance once it ages a couple of decades, which is why it always needs to expand outwards for new tax bases. This is just	8/21/2024 2:39 PM

	kicking the can down the road. You can achieve all your stated goals by simply building denser in the existing boundary. Don't expand the UGB.	
25	1: Proposed Gross acres is a very large percentage relative to current existing gross acres of Sherwood. 2: Projected population growth rates, as stated in Metro's report, is much smaller than what Sherwood proposes. 3: Sherwood historically has not been a large business / employment location. The proposed jobs would change the community character, not for the better, that Sherwood currently enjoys. 4: Most new jobs would be filled by people who don't live in Sherwood, for a variety of reasons. Traffic congestion will increase. 5: Most new families that would live in the homes planned would work elsewhere. Traffic congestion will increase.	8/21/2024 11:12 AM
26	We will move out of Sherwood if it goes through.	8/21/2024 8:39 AM
27	I would prefer to keep Sherwood smaller than the full Sherwood West project proposes. I don’t mind some of the expansion but I don’t think all of the proposed zones are necessary. Let’s keep Sherwood special by not making it so easy to live here that all Our property values decrease.	8/20/2024 11:41 PM
28	Sherwood does not have the infrastructure to support the amount of development proposed in this expansion and frankly there is no need for this amount of land to be added into the UGB at this time.	8/20/2024 6:27 PM
29	I think the city of SHERWOOD is asking for way too much.. I am concerned about the logistics of where they want to put light industrial. I don’t think it’s necessary. The whole reason I moved to SHERWOOD is the small town feel. Their proposal makes me feel like I will be pinned by businesses and not the kind I want to be around. Growth is good, but it needs to be smart. I think SHERWOOD is trying to ask for the world when it should be asking for a small portion.	8/20/2024 5:07 PM
30	As a resident of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.	8/20/2024 4:55 PM
31	Allow all of the proposed increase. Growth will only happen at rate of needed services like water, sewer, and other facilities.	8/20/2024 4:52 PM
32	See above.	8/20/2024 4:22 PM
33	Expanding makes no sense without a viable Western Bypass Freeway to alleviate the already intolerable traffic load on rural roads. Without it, more density would be intolerable and irresponsible.	8/20/2024 4:10 PM
34	I vehemently oppose the expansion into Sherwood West. Previously designated Title 13 properties are now being planned to be light industrial with no thought for where the wildlife they are wiping out will go to. Elwert Rd. is already heavily traveled with 1000's of cars going by each day through an area of farmland, wineries and small farms. There is are multiple fish bearing streams at the confluence of Chicken Creek that will be greatly impacted by increased construction. None of the plans that have been presented adequately address how the bridge over Chicken Creek or re-routing of Elwert to mitigate costs is going to be paid for. The addition of the massive high school to the Sherwood area was done at great increase to the taxes of those within the Sherwood City limits and those that live outside the city limits. The Sherwood School District projected student population does not match what the City of Sherwood is projecting. In fact, the school district expects the high school population to go down. We don't need more development in a rural area when we are already paying for an expensive new school and the plans for the main arterial funding are unclear and nebulous. Now is not the time to expand into Sherwood West!	8/20/2024 3:55 PM
35	The roads immediately surrounding the proposed neighborhoods are county land and considered rural roads with a speed limit of 55 mph. Putting families near these roads seems dangerous without a proposal to address this. Also, we are putting physical barriers between our main thoroughfare, the 99, and our most famous wineries, Hawksview and Alloro, both of which are well known, with Alloro recently being placed on the top 100 in the world. We need to design pathways through Sherwood into wine country, rather than being a stop along the way to Newberg and Dundee.	8/20/2024 3:51 PM

36	I think this is a great plan in general. I would caution against too much vertical mixed-use, most of the ones I see end up with most of the commercial space vacant anyway which is such a waste.	8/20/2024 3:39 PM
37	This expansion is not supported by the current and expected growth of the area by Metros own numbers. The city has not provided adequate or reliable numbers to support this request.	8/20/2024 2:56 PM
38	Without funds to resolve inadequate access to I-5 for commercial transportation and efficient movement of local travel, expansion will only worsen the gridlock and further erode productivity and quality of life.	8/20/2024 2:04 PM
39	The city is grossly overestimating the growth in the next decade. There is no data to back up the request to add so much land to the UGB. With much of the agricultural and open land to the east and south (between Sherwood and Tualatin and Wilsonville) being gobbled up for light industrial and housing, the area is losing too much of the agricultural/natural land. Furthermore, the city has very little connection to public transportation so the proposal can only lead to worse congestion. Lastly, the City has not maximized the current boundaries for affordable housing and jobs. There are plenty of opportunities (considering the much more modest growth projections) within the current boundary if the City plans properly.	8/20/2024 9:54 AM
40	This project would make more sense if it was built in conjunction with a WES regional rail spur but it lacks a Right of Way reservation to build such a line. There is currently a plan to extend WES to Salem meaning smart TOD could also make Sherwood a commuter community to Salem in addition to Portland or Beaverton. WES currently underperforms, but if development took WES into account, it could turn into a system more like RTD or SEPTA.	8/19/2024 6:13 PM
41	Creating more jobs than housing units would be a mistake. That said, I support the proposal.	8/19/2024 12:08 PM
42	This is a terrible idea. There’s already so many empty lots in the Portland region. Not to mention, so many parts in Portland where buildings could be built taller. Sherwood is already on the edge of the metropolitan area, and having this development would cause more traffic, more urban sprawl, and get us away from the core ideas of the urban growth boundary.	8/18/2024 11:24 PM
43	As a resident of Sherwood, I was wrong to be okay with this. Suburban expansion must be stopped at all costs. Let the farmers keep their land, don't let us build around and effectively force them off land their families have had for generations.	8/18/2024 10:37 PM
44	Quite literally, nobody wants this. Add density to the existing boundary.	8/18/2024 9:26 PM
45	This expansion is unnecessary. Sherwood should increase density and housing within the existing boundary	8/18/2024 8:32 PM
46	I’m sick to my stomach, the city can’t is not ready for this	8/18/2024 7:06 PM
47	As a resident of Tualatin near Norwood road and the city of Tualatins Basalt Creek planning area I have witnessed first hand how promises of greater middle housing have failed to address the housing crisis in the region. Homes with shared walls selling at 450-550k and detached homes in the new development selling for 650k up to near 900k dollars. While the central city of Tualatin remains empty and uninteresting. The area around the Tualatin Commons remains an empty gravel lot and an empty parking lot at a shopping center that has lacked a primary tenet since Haggens went bankrupt 9 years ago. By voting yes on the current plan you allow cities like Sherwood to ignore urban blight like the empty parking lots around a regal movie theater that has been closed for 2 years now. If our region is serious about climate change and the housing crisis we must push for our cities to redevelop and increase density in our cores rather than building 500k dollar shared wall units and 650-800k detached homes. By voting no Metro can leverage our cities to not build out like Los Angeles and Texan cities but up like Vancouver BC and Seattle.	8/18/2024 5:12 PM
48	Do not allow Sherwood city government to do this, force them to build more infill affordable housing and less of this car dependent, road dependent suburban single family housing.	8/18/2024 2:27 PM
49	Sherwood should not be granted this UGB expansion due to the illegality of apartments and dense multi family housing in the majority of the city. Furthermore, adding sprawl to the SW metro specifically has the worst effect on traffic in the region, due to almost no high capacity public transportation. 99 is already a dumpster fire.	8/18/2024 2:27 PM
50	The citizens of Sherwood have voted several times in the past not to expand the UGB Sherwood West. We are not anti growth but we are smart growth. We don’t want this area of	8/18/2024 2:11 PM

	Sherwood looking like the areas on Roy Roger's Rd(Tigard and Beaverton). My vote and 70% of the citizens that this would directly impact do not want this area annexed into to UGB.	
51	I already gave some of them, but why we need to expand by destroying farmland instead of using the ample space between Sherwood and Tigard/King city, Sherwood and Tualatin, or Sherwood and wilsonville, is beyond me.	8/18/2024 1:22 PM
52	The City of Sherwood has an apartment ban that encourages poor land use. They should stop building sprawl and instead should focus on denser development.	8/18/2024 1:13 PM
53	Looking forward to more commercial zoning for jobs and businesses	8/18/2024 1:06 PM
54	Metro should reject this plan. Cities in Washington County have the capacity to accommodate housing growth, but they maintain apartment bans across the overwhelming majority of their existing residential land. They need only to end their exclusionary zoning practices (and reduce other barriers like exorbitant SDC fees) to get housing built. I'm less familiar with the demand for industrial land, if there is a need for more I'm not opposed to a partial rejection that only allows for the employment land component of the expansion.	8/18/2024 11:53 AM
55	As a Tualatin resident, I strongly object to this plan. The transportation connections are poor, and our region has no shortage of buildable land already in the UGB. We need infill, not more fire-prone sprawl into farms and forests. Oregonians have repeatedly said no to California-style sprawl. Please listen to us.	8/18/2024 11:30 AM
56	To much to fast.	8/18/2024 7:22 AM
57	This new area is unnecessary, and will take away what makes the community unique. I moved to Sherwood, as I loved the farms and open space.	8/18/2024 6:34 AM
58	I don't think this should even be considered until we get more than one grocery store in town. I just feel like the cities priorities are way off track.	8/18/2024 1:14 AM
59	Home prices in the Portland metro area have risen by 75% or more over the last ten years. We need to build more housing desperately and are not at risk of "overbuilding" - at worst this would reverse some of the run-up in prices due to past severe undersupply. I am in favor of allowing more housing to be built as much as possible.	8/17/2024 2:50 PM
60	Continuing to develop our important farmland leads to loss of orchards, vineyards, etc, and pushes already displaced wildlife into urban areas (we have a black bear roaming in our inner Sherwood housing area this year). Our roads are in a continuous state of upgrade and expansion that STILL cannot keep pace with development.	8/17/2024 8:32 AM
61	We don't want Sherwood West Expansion to happen. We live directly on Edy Rd which will be inundated with traffic, congestion and construction. We moved here to live in a small town and enjoy the farmland and wineries nearby. We don't want to end up like Beaverton.	8/17/2024 8:06 AM
62	Keep farm land as is	8/16/2024 11:09 PM
63	I think your growth models are antiquated. Where are the people coming from?	8/16/2024 9:34 PM
64	I am opposed to the expansion as it will utilize land that is currently agricultural and it will increase congestion in the area to the detriment of the current community. It does not address the need for fixing the existing congestion problems before adding to them.	8/16/2024 4:29 PM
65	My perspective, right or wrong, is that this proposal is naturally being driven by developers - those who will benefit the most and not the citizens of our local communities.	8/16/2024 4:29 PM
66	Building in the agricultural area that is being proposed will ruin the region and the character that we all love. No one wants housing and development next to wineries and orchards. You have clearly not heard the booms of the cannons that are used to keep birds off of the grapes during harvest season or else you wouldn't have proposed this.	8/16/2024 11:47 AM
67	Traffic is already congested at certain times during the day….how will that be addressed? Affordable housing is needed but some kind of rent control needs to be considered. Love small produce farms ….dont loose those in the expansion process. (Red Berry Barn). How will this expansion affect Newberg and the proposed by-pass?	8/15/2024 12:23 PM
68	We don't need the houses here. There are already 1000 new homes and not the infrastructure for it. Then all the farmland is gone.	8/14/2024 1:10 PM

69	This is excessive and unnecessary In 2022 Metro projected Sherwood would grow by a scant 3% over the coming decades. The Sherwood School District has forecasted enrollment for the new high school will begin to decline in 2027. Sherwood has enough vacant land to accommodate new housing and jobs for years to come, when planned and developed wisely. Metro's research concluded there is enough industrial land inside the existing Regional UGB for another 20 years. Metro's research on Residential land shows most land brought into the UGB in the last 20 years remains undeveloped. This will waste our rich farmland The UGB expansion will destroy the fertile, productive lands which grow Timber, Hazelnuts, Blueberries, and world-class Pinot Noir grapes. These thrive here and in only a few other places around the world. The lands will be replaced with generic concrete boxes for "flex" office, light industrial, and multi-family residential. This will make bad traffic congestion worse Do you enjoy being caught on Scholls-Sherwood, Roy Rogers and Elwert Roads during rush hour now? Imagine adding 5,600 new homes and 4,500 jobs to the area? The jobs will result in additional commuting to Sherwood for those employees who cannot afford to live here, having a negative impact our air quality. This will increase your Property Tax burden We have not found a Taxpayer Impact Statement showing how Sherwood and its residents will pay for the new roads, sidewalks, water and sewer; just an "agreement" to figure it out later. Yes, the developers will pay for a portion of the initial infrastructure, but YOU will be left with more financial obligations to pay for the operating and maintenance costs, even though we do NOT need the new land to keep pace with growth in Sherwood.	8/14/2024 5:35 AM
70	Im opposed	8/13/2024 10:06 PM
71	It seems like Sherwood has fallen to the urban sprawl of Portland. Our small town feel has gone down and crime has increased. Many of the farms and greenspaces that makes Sherwood so beautiful are being turned into industrial buildings and high density housing. Traffic is getting worse, our roads are constantly under construction and prices to live here continue to increase. I understand the need for housing but does it have to come at the expense of farmland, greenspaces and other natural areas?	8/13/2024 8:00 PM
72	I do not support this. This is not to develop homes and jobs that better the quality of life for sherwood residents, this is to have developers come in and build tract homes, maximize profits, and do the bare minimum to get approvals, and increase the tax base to the city, county, and state, none of these bennifit the sherwood residents.	8/13/2024 4:48 PM
73	OPPOSED to the UGB expansion!	8/13/2024 3:31 PM
74	Probably too dense, but some ugb expansion is here than none.	8/12/2024 5:33 PM
75	I don't believe we are ready for growth	8/12/2024 7:24 AM
76	Sad. Its all destruction of habitat for horrible HOA non affordable housing. Disgusting and waste of money. Money that metro is no using to clean yhe streets of Portland.	8/11/2024 2:34 PM
77	Please use all commercial space currently in the city effectively before building more. Empty storefronts in existing commercial areas can be used and already built and walkable. Preserve and enhance the business industry we have before we add new	8/11/2024 10:32 AM
78	Should be approved!	8/11/2024 8:21 AM
79	Does not consider impacts on agricultural areas, existing infrastructure	8/10/2024 10:39 AM
80	Sherwood is a perfect example of urban sprawl. Farm land is being swallowed up by single family housing.	8/10/2024 7:41 AM
81	Make sure 50% of homes are single family. Provide for one-level homes for aging population.	8/9/2024 5:52 PM
82	The proposed Sherwood West proposal as written is premature for large scale development particularly for more than 5,500 new housing units in an area that has already seen rapid housing development in surrounding communities.	8/9/2024 11:23 AM
83	Voters have already said they don't want this.	8/8/2024 7:08 PM
84	The more you take away the land from farmers the bigger food problems we will have. Not to mention the negative impact on wildlife,.water supply and I creased risk of fires. This is a terrible expansion.	8/8/2024 6:31 PM
85	No more commercial growth keep land habitat as is	8/8/2024 6:26 PM
86	We need to redevelop and make the most of unutilized already developed space. We do not	8/8/2024 1:51 PM

	need to add more housing in an already overpopulated area.	
87	I support Sherwood's proposal. They have completed a concept plan in accordance with Metro's UGMFP and have adopted documents demonstrating need and ability to serve the proposed expansion area. I like the inclusion of green spaces, parks and trails throughout the plan area as well as the plan for a diversity of housing.	8/8/2024 1:08 PM
88	We are against the expansion for Sherwood West. Go north or east with the expansion please. Let’s keep the little country we have left the country	8/8/2024 11:44 AM
89	Our cities can't pay for the infrastructure we already have. It is insane to create more liabilities rather than improving and maintaining what we have already built, which is a proven platform for growth.	8/8/2024 11:27 AM
90	The community does not want this expansion-voted it down twice. The roads are not adequate to handle this expansion. Very crowded now.	8/8/2024 11:06 AM
91	Sherwood is already getting crowded with traffic congestion	8/8/2024 10:49 AM
92	I’m not in favor of thr Sherwood West expansion. I am in favor of a Sherwood north or SE expansion. No other towns are encroaching on the west. Save that for a later time. Wilsonville, tualatin, Tigard will want land on north, se. That’s where the focus should be. Traffic can come to the area on i5/& take weight off of 99w	8/8/2024 9:41 AM
93	Conserve the natural areas of our community. Don’t agree with anything else.	8/8/2024 8:53 AM
94	Stop the urban sprawl. You guys are turning Oregon into California stop it	8/8/2024 7:17 AM
95	the growth statistics do not support the need for expansion. There is ample capacity in recent expansion in the area (Cooper Mountain, Beef Bend South and King City Sherwood West is not needed at this time.	8/7/2024 8:30 PM
96	There is no demonstrated need for this; just profit-driven developers. The homes planned will not be affordable because the costs of development and infrastructure of farmland (utilities etc) will be very expensive. Also, they will not create high paying jobs nor be close to jobs for lower income people. There is no supporting evidence in the plan for the alleged 4500 jobs. They are pulled out of the air from a time long before Covid, hybrid work, AI and automation. How many people are really employed by Allison Inn as a "precedent example?" Residents of the proposed homes will need to drive to other places of employment creating even more congestion on already clogged roads that are bottlenecks to get to I-5 corridor. The plan does not take traffic into consideration or the high cost of changing major thoroughfares and building infrastructure. The proposed area is not flat and easily buildable as suggested, there is much protected wetlands. Also, Sherwood has not yet built out other available land including the parcels that were brought into the UGB previously. Also, population growth in Sherwood has slowed while this proposal suggests there is a need for 200% growth. It doesn't meet the criteria for need nor does it adequately demonstrate preparedness for infrastructure costs and demands.	8/7/2024 8:13 PM
97	do not allow this expansion, sherwood is already too expensive and the growth at the edges is not a good idea, build up, no more single family homes allowed and 75% of all new residental should be affordable for people making $60-75,000/year	8/7/2024 4:35 PM
98	Looks like a good plan.	8/3/2024 8:34 PM
99	Like I mentioned on the previous page, I don't like that the traffic study isn't done yet. The intersection of OR 99W and Sunset was at a Level of Service of E prior to the high school being built, and was projected to reach an F. This signal likely has reached a LOS of F now. Also, the Brookman expansion was approved in 2002, and it's been 22 years since then with minimum development (1 neighborhood that has gone in only within the past 2 years, and it isn't complete yet as of August 2nd, 2024). I have not seen a plan on when the rest would be developed as said neighborhood constitutes about a quarter to third of said UGB. As such, the effect on traffic and our natural area has not been fully realized. This also exceeded the 20 year development plan as proposed by what should be included in the UGB. The Tonquin employment area also isn't complete, however since that was approved more recently, it makes since. As the Brookman expansion is primarily housing based, while Tonquin expansion is exclusively job based, and at the pace Sherwood is developing, I believe that expanding the UGB to expand into Sherwood West is too large to accommodate growth for the next 20 years, and I urge a smaller expansion, or preferably, none. These 2 areas I believe contains enough	8/2/2024 11:59 PM

	land for development for the next 15-20 years, especially with Sherwood's track record to delay Brookman's annexation and development. would also like to see a specific plan for housing and transportation (public and auto transportation). I also would like to see a cottage community, as a crossover between high density apartments/condos, and single family low density homes. Also would like to see a plan on schools, as the high school was designed for the Brookman expansion, but not further beyond that based on their arguments in their 2016 ballot measure (I forget the name of said measure). Also where would a new elementary and, if nessesary, middle school be placed?	
100	I support sherwood’s proposal	8/2/2024 12:32 PM
101	The city of Sherwood is growing at a rapid pace, most families move here for the schools and the environment. I'd like to see better options for affordable housing, however the fees and permits that come with this do not match this goal. I also would like to see the city plan for this expansion better than how they built Brookman and the High School. Having a new high school that does not have sewer and has been delayed is not an efficient plan and I would hate to watch them continue to run into these road blocks. It would be better to engage with a more sophisticated panel, like the city of Wilsonville when they planned and built Villebois. I also think it would be good to have a roundtable discussion with medium sized and national builders.	8/1/2024 12:35 PM
102	They need expanded area to expand commercial areas to provide more jobs for the residents of Sherwood to reduce travel time for the residents. They are developing one huge shopping area at 6 Corners and Old Town, but not providing any small neighborhood commercial shoppin areas.	7/30/2024 9:01 AM
103	the plan is well thought out. it has been in the works for years and asher wood is ready and willing. It is whetenthenUGB should be expanded	7/30/2024 7:17 AM
104	4,500 jobs, what type of jobs, and are they sustainable?	7/29/2024 9:37 AM
105	I question whether it is truly necessary for Sherwood to convert all those acres from rural to suburban use.	7/28/2024 8:38 AM
106	Too small. We need more. Time to start thinking big about how we create new cities, new city centers, new homes. We need this but we need more than this now.	7/25/2024 7:23 PM
107	I’m in favor of development around the high school. Housing and mixed use should go into the surrounding acreage.	7/24/2024 5:38 PM
108	This is a fabrication. Expansion here will not be affordable in the long run. Build more housing in areas already within Portland.	7/24/2024 7:34 AM
109	Our family approves expansion on Kruger Road above Sherwood High School for the purpose of housing, mixed use developments to support the residents of the community.	7/23/2024 9:24 PM
110	Just build more densely, don’t expand. The city goes from forest grove to Sandy already, it doesn’t need any more sprawl	7/23/2024 8:57 PM
111	I’m in support of this plan because it enables the growth needed and keeps the community and neighborhood design that makes Sherwood unique. It also allows for employment opportunities that is needed.	7/23/2024 8:33 PM
112	I don't buy that there's enough demand for new suburban housing to actually support this proposal. This sounds like more wishful thinking from a jurisdiction that loves its suburban sprawl. Expanding the UGB to create new housing on the farthest corners of the region purpetuates the worst car oriented development that will result in more carbon emissions, less farmland, and more suburban infrastructure that the city can't afford to maintain. The fact that the planning began in 2015, predating the middle housing infill reforms, indicates to me that the City of Sherwood already has no desire to moderate the worst kind of car-only development in the region. I encourage Metro, on the basis of the data in the urban growth analysis, to decline to expand the UGB.	7/23/2024 6:44 PM
113	This is not needed. Money is the reason this is being pushed	7/23/2024 6:22 PM
114	What is planned and what gets done are different things. But what is ruined happens first and what is not done is last. Planners are not realists and dont give excrement about what happens to individuals. This is not future it is invasion of now.	7/23/2024 3:26 PM

115	I do not think the plan adequately integrates mixed use and comercial space with spaces people actually live	7/23/2024 3:20 PM
116	Sherwood has always been known for its scenic farm and agriculture areas outside the city limits. It is important to keep that way of life in tact. Several land owners have livestock and crops that will be negatively affected by the increased traffic and pollution by putting roads through. Please keep the trafffic flow on Elwert by improving the existing road, instead of diverting traffic north, ruining the creek/wetlands and agriculture areas.	7/23/2024 2:20 PM
117	The concept plan represents the planning committee's desires, and many citizens and community groups oppose the expansion.	7/23/2024 12:12 PM
118	The City of Sherwood's plan is much too large and is predicated on population growth figures which are wlidly inaccuarte and self-serving. This area is not growing as it was when the concept was first developed and it needs to get in line with current forecasts and trends. The very nice, but VERY expensive example of relying on inaccurate numbers. We now have a current enrollment of 1,704 students. The high school has a capacity of 2,400 students. The forecast for enrollment for 2032 is 1,530 students. It is obvious the figures used to support the building of the school were inaccurate and it has caused our community to spend excessive amounts of money needlessly. It should have been a smaller school. And similarly, the City's current plan should also be scaled back to reflect CURRENT numbers of population and growth in this area. And until such time as there are no possibilities for development with the UGB, farmland should remain untouched. You can't eat a house.	7/23/2024 11:49 AM
119	The area is losing residents. There's no reason to extend the growth boundary. Gentrify downtown instead of ruining natural landscapes and destroying more farmland.	7/21/2024 9:02 AM
120	Maintain urban growth boundaries and increase density	7/20/2024 9:13 PM
121	I actually totally disagree that the urban growth boundary should be expanded at all. We must build densely within existing urbanized footprints.	7/20/2024 7:41 PM
122	The proposal gets a lot of things right. The biggest piece missing is a comprehensive plan for transit in the area. I think the number one priority for the new area should be on reducing VMT for daily errands by providing good bike paths and walkable 15-minute neighborhoods. This is something that is easier to control at this stage in the planning. However, people will want to get out of their neighborhood to access amenities, and there are not very many options for how they will do that. This makes living in the area less accessible for people with disabilities who cannot drive (like my own father) or younger people who cannot afford a car.	7/20/2024 9:49 AM
123	The UGB is one of the defining features of the region, and continuing to add sprawl instead of efficiently using our existing resources is regressive and backwards thinking. Please reject this proposal and encourage upscaling existing development and lands in already underutilized lands within the UGB.	7/19/2024 2:09 PM
124	This is the definition of car-dependent sprawl and should not be allowed.	7/18/2024 10:23 AM
125	The City of Sherwood is not making the best use of already developed area. Too much space is devoted to driving cars, parking lots, and car centric behavior. No further expansion should be considered until the current city of Sherwood is fully integrated within our regional transit infrastructure and people are able to reliably commute between the downtown Portland core and Sherwood town center.	7/17/2024 11:19 PM
126	I am very glad to see mixed use and higher density development in an area outside the city center! I hope this area surrounds a school that walking and cycling to school is a easy and safe, as well as the preferred modes of traveling to school.	7/17/2024 6:51 PM
127	This is an absolutely terrible plan !! The roads can’t handle the cars, the schools are over crowded, crime is on the rise THIS IS PURE GREED. 🛑Provide service for the people that are here, stop trying to line the pockets of already rich developers!!!!!!!!	7/17/2024 6:09 PM
128	See my earlier comments about how I think the plan is baloney and only is more of the same.	7/17/2024 2:24 PM
129	This plan creates too much low density housing. This kind of housing is not what we need to be creating to increase affordability in our region. This expansion will create an exclusive neighborhood that is only for the rich. We need more NW 23rds not more Lake Oswegos.	7/17/2024 9:23 AM
130	I do not support the expansion plan for Sherwood. Simply a land grab for easy development. Requires minimum planning and effort in a goal to just throw up more houses near the new high	7/16/2024 8:50 PM

	school. There needs to be more consideration for walkability in the town and utilizing the current space to create a tight city with an actual community. Do not continuing splitting the town on both sides of 99	
131	The proposal is too prescriptive in terms of land use. The long-term vision should focus on identifying placement of public infrastructure (roads, water, sewer), delineation of plots and parcels, and locating of public and environmental resources such as parks and other habitat/wetland areas. The market for housing, industrial or commercial areas should drive the development of plots for these uses. This will permit the maximum amount of flexibility into the future. I also see that no representative from TriMet was involved in the Technical Advisory Committee. We need to ensure that future growth areas are suitable for transit service, both in terms of operations (can the bus actually get through here efficiently) but also in terms of whether the land use is mixed enough and density high enough to support a bus line.	7/16/2024 8:38 PM
132	The City has made two concerted efforts to plan for this area. The City provides for a variety of housing, but it's harder to develop multi-family as the Council and PC prefer single-family housing. If the City can commit to achieving the densities prescribed within their proposal, they should be able to expand.	7/16/2024 4:56 PM
133	This expansion appears to be well thought out, and should be welcomed in the region. It is sad that the Sherwood West proposal is the only one.	7/16/2024 9:06 AM
134	We need it - but I’m afraid of what it is going to do to our small town.	7/16/2024 8:13 AM
135	Sherwood needs to do a better job of creating low income housing.	7/16/2024 8:00 AM
136	The survey is one-sided and useless. It is like asking whether you would prefer to be killed by poison or hanging. There is no compelling reason to do this. Sherwood does not consider current minimal population or job growth estimates. Negative responses are not considered or minimized. Public involvement was just scripted lip service. Example...open house. Vote on your preferences. "None of the above" was not an option. This is only about MONEY, tax for the city and money for developers (and a few land owners who may profit).	7/15/2024 8:47 PM
137	I do not believe this is a good idea and do not recommend it.	7/15/2024 7:54 PM
138	This is sad and horrible!	7/15/2024 6:48 PM
139	Having previously lived on the outskirts of Sherwood, I don't support the expansion: Big houses, high incomes, lack of diversity in housing and people (it's where Northern Californians relocat to be part of the nascent wine culture). You can't buy a house for less than $500K . It's lovely, don't get me wrong, and we need more high-income sprawl NOT. Its an incredibly homogenous community. No-let's see how the Roy Rogers annexation turns out first.... and what in gods name are you going todo about the traffic. Tell Sherwood they can annex once we have light-rail to Tigard.	7/15/2024 6:47 PM
140	Yes	7/15/2024 5:30 PM
141	Too much traffic. Need public transportation!	7/15/2024 5:14 PM
142	Without a westside bypass, how will existing and increased traffic access freeways?	7/15/2024 4:05 PM
143	The city of Sherwood is biting off more than it needs. The majority of people in our area are NOT for this unnecessary expansion. I am not against growth for our city, but to attempt to increase it by 42% at the expense of family farms, wineries, and forested areas is an affront to our country-like community.	7/15/2024 3:37 PM
144	those choices of three in the above question are tough! All are important so I am not necessarily committed to my choices. I think the Sherwood expansion is appropriate.	7/15/2024 2:17 PM
145	Approved	7/15/2024 1:19 PM
146	This is Sherwood West is simply more sprawling expansion that is auto-centric and auto-dependent. The housing "mix" merely gives this an acceptable veneer. Where is mass transit? Upzone areas close to mass transit. Do not put single family development and multi-family development on the outskirts of the UGB. This sprawl, plain and simple.	7/15/2024 1:16 PM
147	I do not support Metro overtaking the small quaint town of Sherwood!	7/15/2024 1:14 PM
148	This should not be approved. Sherwood, Wilsonville, and Tualatin are currently in the process of wasting one of the largest industrial sites already within the UGB by each separately	7/15/2024 1:04 PM

	seeking development, often on small, 10 acre parcels. At a time when some think the region needs more large industrial parcels, these jurisdictions are wasting a huge area, already within the UGB, that should be developed as a single unit. Consequently, giving Sherwood more land for any purpose is like rewarding them for bad behavior. Fundamentally, if jurisdictions are doing a poor job with the land they have, they shouldn't ever qualify for additional urban land. Metro needs to find a way to be firm, clear, and consistent. Right now it seems to be afraid of its shadow.	
149	Don’t let it be as awful as the development on schools and Roy Rogers. It’s so ugly and dense and doesn’t have services like grocery stores.	7/15/2024 12:44 PM
150	If you build it, they may or may not be able to afford it. Factor in housing costs before building more housing. Build up not out	7/15/2024 12:42 PM
151	Sherwood proper needs to allow apartments. As an affordable housing developer, I can tell you they are not friendly to multifamily inside the original downtown core where increased density makes a walkable community.	7/15/2024 7:29 AM
152	There's already too much growth in this area.	7/15/2024 6:36 AM
153	I am not well informed but want a full size library branch in that neighborhood.	7/14/2024 5:41 PM
154	The mixed employment area near Elwert/Scholls-Sherwood looks like a recipe for warehouse/data center blight and traffic.	7/14/2024 4:00 PM
155	Metro can’t even manage Roy Rodgers and Tualatin Sherwood Rd. as it is. Adding 3,000+ homes is just foolish and an obvious tax grab and money scheme by developers.	7/14/2024 3:39 PM
156	Leave agricultural land, green spaces and wetlands alone. Plant trees in already developed areas. Limit growth to areas with established city water supplies and leave all wells and groundwater areas out of development. Keep manufacturing and all big business ventures out of Sherwood. No data centers or any polluting influences of any kind.	7/14/2024 3:29 PM
157	Please see my thoughts on the Sherwood West Project in my previous comment. The Lebeau and connected Edy road project is unnecessary and will impact the residents of this area as well as the environment negatively. Wineries in this area are concerned with the potential negative impacts that developing this area will have. This area is home to many creatures that will be further pushed out and harmed due to this plan. Sherwood needs to have some natural areas maintained and I hope we will not lose what makes Sherwood beautiful so that others can profit. Tualatin-Sherwood road has been developed so much and is an embarrassing eyesore for our community. Please do not strip every piece of beautiful land and turn it in to a soulless development. I am very much opposed to that portion of the Sherwood West plan. Those that presented this plan did not discuss their intentions with residents of the area and have lied to Metro about the support for the plan.	7/14/2024 2:24 PM
158	Stop the Sherwood West development. The rural community that is a risk does not get to vote for Sherwood City officials who have made the choice to ask for expanding. We DO NOT want this to go in to effect. We don't want to lose our farms. We don't want to lose our land. We don't want to lose our trees. This is not necessary for Sherwood. We don't need to expand, we have other options. This would be a huge negative impact to the native plants trees and eco system that thrive in this area. We didn't need to bring that large of population and business that close to the wild life refuge. This needs to stop. The community on Lebeau Rd do not want this.	7/14/2024 12:02 PM
159	I believe that this proposal does not meet the goals of the region. To start, the proposal does not state whether there will be added transit to the region, or whether bike infastructure will be included. Combined with the fact that a large portion of the housing area that will be developed is planned to be low density means the newly developed area will just be more car dependent sprawl, as many of these new residents will have no other choice but to drive. The portland region does not need more cars driving through the area and commuting between work, home, and other activities, as it is known how bad cars are for our enviornment. More cars commuting from sherwood will also mean more traffic through the southwest area of the portland region, which already suffers from congestion around the I-5 corridor and a general lack of density and transit access. After looking over the area closely with satelite imagery through google maps, it is clear that sherwood has plenty of land to infill and add density, especially near the only 2 trimet bus lines serving the region. Through redeveloping various seas of parking lots, and empty plots of land, I believe the city of sherwood already has	7/14/2024 11:44 AM

	options to develop land and add real density where it matters, instead of continuing to develop urban sprawl as is evident by the contents of the proposal.	
160	No more expansion. Keep and maintain what is already in Sherwood. Creating more housing in not a solution	7/14/2024 10:51 AM
161	The city of Sherwood has not demonstrated a need for this large of an expansion plan. Land recently added to the UGB for commercial development has not been completed, so why would the city of Sherwood even more land for this purpose?	7/14/2024 10:30 AM
162	Too many homes!!! Please stop!!!	7/14/2024 10:27 AM
163	No more growth. We are being squeezed and traffic is horrible.	7/14/2024 10:15 AM
164	This is a poorly planned, unneeded, and irresponsible amount of growth in a region that is surrounded by and supported by active agriculture and farming land. Sherwood hasn't even fully developed the land on the East side of the city for commercial use, but says it needs additional land for increased tax revenue. This commercial land that is currently in the plan is for manufacturing, which is more geared toward robotics and mass production, with few employees, rather than employment of several community members to benefits the community. This proposal exposes the area to more pollution, environmental toxins and exposures and will damage existing agriculture, farmland, and natural space. Please reject this proposal in its entirety.	7/14/2024 10:10 AM
165	Way too much low density housing and needs more of a wetland buffer. Needs more commercial and shops by the high school for kids during lunch.	7/14/2024 9:29 AM
166	I think Metro should institute minimum density standards. Density before expansion.	7/14/2024 12:10 AM
167	The proposed infrastructure funding plan is vague at best. Relying on SDCs and "outside"funding is insufficient. No expansion should be considered until there is a concrete committed plan for the infrastructure funding.	7/13/2024 11:09 AM
168	The amount of proposed mixed use are is extremely small but this type of planning can be more beneficial for the city. With current plan it just increases sprawl and carbon footprint.	7/12/2024 11:46 PM
169	I just want to emphasize that the Portland area needs to focus on creating more density and creating spaces that are focused around building an enjoyable community. In my opinion, this would be through walkable and bikeable areas alongside spaces were the community can gather without the need of cars. This will maximize the efficiency of the space and take big steps towards addressing climate change issues. We should do this with current spaces within metro area limits rather than expanding outward, leading to more sprawl which is bad	7/12/2024 8:20 PM
170	I am against it.	7/12/2024 6:15 PM
171	My neighbors and myself are in favor of expanding into the Sherwood West reserve. There is very little farmers in the 1,291 acres. We are right above the new High School and there needs to be more growth.	7/12/2024 1:16 PM
172	The inclusion of mixed employment is a welcome one but I must restate that such space should not be made to cater to large retailers and must be kept for local small businesses, as I have stated earlier, mixed use zoning is imperative and although included it lacks slightly, as well as the amount of low density neighborhoods are too high. Something else I have also not seen anywhere is a lack of cars, although this may fall outside the scope of this proposal pedestrianized areas that restrict or exclude cars are a key part in making mixed use areas enjoyable and in encouraging biking and walking	7/12/2024 7:36 AM
173	Hopefully achieved home numbers are at the high end of the figure if not exceeding it. We do not need unnecessary sprawl.	7/12/2024 12:25 AM
174	If new urban areas are claimed from existing undeveloped land, these areas MUST be high density and transit oriented. These areas should discourage automobile transit. Reference Utah City. However, the best solution is to NOT expand urban growth and to preserve undeveloped, natural lands.	7/11/2024 10:35 PM
175	There is no plan to expand MAX or any other high capacity, high quality transit to Sherwood, much less to the expansion area. Shame on you for not even mentioning transit, or regional bicycle network connectivity, in the factors that are the most important to consider as the City, and especially the REGION, consider expansion.	7/11/2024 6:14 PM

176	No more sprawl. Sherwood needs to focus on building over their ridiculously huge parking lots and empty monoculture grass fields.	7/11/2024 4:30 PM
177	Do not expand the UGB and force our marginalized communities further out into the margins of our metro area. This plan has no vision for how people who live here will circulate or travel to jobs outside of this ultra suburban development.	7/10/2024 10:17 PM
178	Sure, allow Sherwood to expand. But don't stop there, let other cities and counties expand too.	7/10/2024 8:33 PM
179	Urbanf growth Shou only expand of housing built is all high density and half the units are reserved for low income families.	7/10/2024 5:18 PM
180	The goals of the region sound great on paper. The primary factors of consideration are whether the plan actually meets those goals, and whether implementation of the plan can result in meeting those goals. How is the proposed expansion region meeting the goal of having 'the option of living close to work' if the industrial area is separated from the large majority of the residential area (including all of the mixed use and commercial area) by the Title 13 conservation land around Chicken Creek? These considerations should at least be addressed by the plan. Additionally, how can we be sure that Sherwood as a city will be able to provide the urban density that our region needs (to meet our goals) when vanishingly little of the city's existing development is dense or mixed use? Sherwood's downtown area is barely two blocks in size. If Sherwood was able to guarantee such development, meeting our region's goals, I would be happy with the plan and its UGB expansion. More housing is more housing, and we need more housing, but we can not just keep expanding with suburbs.	7/10/2024 12:35 PM
181	No one besides the developers that will profit off building more houses/apartments wants this expansion. Please listen to the majority of the residents in Sherwood and DO NOT EXPAND. We're good as we are and the small town feel has already diminished too much even in just the past 10 years. Don't make it worse. We don't want to be the next Beaverton and then Portland. We want to feel safe.	7/9/2024 9:55 PM
182	Sorry I could not figure out how to rank the elements. Not sure I did that right. We should be able to number them 1 through whatever. Always the involvement and engagement of the total community comes first.	7/9/2024 3:48 PM

Q15 Is there anything else that you would like the Metro Council to consider as they make a decision about whether to expand the Urban Growth Boundary as described in the Sherwood proposal?

Answered: 218 Skipped: 147

#	RESPONSES	DATE
1	Consider the voice of the people who have lived and thrived in this area, those voices don't appear to be heard in this matter.	8/23/2024 10:13 AM
2	I do think there needs to be more opportunity for affordable housing . It seems crazy to have a huge high school with almost no houses around it ?	8/22/2024 9:57 PM
3	Slow down	8/22/2024 9:48 PM
4	please consider that the expansion decision should benefit all residents, including those in historically underserved communities, by providing affordable housing and accessible public services. Please also make a decision that will ensure strong environmental protections. It's a lot to balance, and reading the reports makes it clear that this is complicated without any one "answer" to what/how to decide—I think it is most important to make the decision about expansion that will guarantee that these priorities are being worked toward.	8/22/2024 9:45 PM
5	This plan is bad for Sherwood, bad for the Metro area and bad for the future of Oregon and Oregonians.	8/22/2024 7:13 PM
6	Please listen to those who live in Sherwood about what we want in terms of the UGB.	8/22/2024 6:57 PM
7	Leave Sherwood how it is and do not expand the boundary	8/22/2024 6:35 PM
8	There is a plethora of empty warehouses and houses that can be renovated. Do this before taking any more farmland to build more buildings	8/22/2024 6:32 PM
9	No. I think it is a good plan.	8/22/2024 4:41 PM
10	The expansion area intrudes into farmland. The existing/planned roads are already inadequate for traffic transiting the area. McMansions should be restricted.	8/22/2024 1:31 PM
11	Thank you, Metro Council, for listening to the public. I encourage Council to be extremely cautious about expanding the UGB. We should focus on further developing our existing area within the UGB rather than expanding Sherwood at this time.	8/22/2024 11:43 AM
12	If you are going to increase the Urban Growth Boundary in the Shewood area, Please don't approve it all. The area around the enourmous high school would be plenty. That land is already ruined so don't ruin any more.	8/22/2024 10:30 AM
13	Please do not expand urban growth boundaries, when there is so much opportunity for density and walkability in the existing perimeter.	8/22/2024 10:11 AM
14	Yes, making development pay for itself should be required. I don't mean just a one & done upfront fee/SDC. After a developer pays their one-time SDCs, they get to run away with millions of dollars in profit, while the existing residents are left with the traffic congestion (and frustration) as well as the burden of paying for new schools, new roads, new water facilities, new fire stations, and staffing in these new facilities due to the increase in population their development has created. I'd like to remind you that many of us are retired and on modest fixed incomes. "Affordable housing" means more than just the purchase price or cost of rent - it also means not taxing seniors out of our homes. Dramatically increasing our property taxes via bonds and levies is doing exactly that. Instead of giving developers price breaks and incentives, they should only be allowed to build if it doesn't adversely affect the pocketbooks of the existing population in the area. The other critical concern is the environment. As I've mentioned, this is an area with forests of mature trees. We are in a climate crisis, and these trees help us by providing shade, sequestering carbon, preventing erosion, and providing wildlife habitat. When you replace trees with concrete and asphalt, the whole area heats up.	8/22/2024 3:12 AM

	Saying that developers replant trees is a joke, because these tiny little trees with a diameter of your thumb are not even remotely equivalent to the large mature trees they have destroyed in their quest to become even richer. Many neighborhoods in Portland have "heat islands", and the City is trying to plant more trees to combat the rising temperatures - wouldn't it make more sense to not cut them down in the first place? What's even worse, is that they clear the land then set what they've cleared on fire! There is a property on Scholls-Sherwood Rd & Elwert Rd that has burned every day for months at a time. The property is very close to the Tualatin National Wildlife Refuge.	
15	The mixed employment area expansion into protected upland wetland habitat was done after the public outreach with no community input. The reference to industrial use was not used during public outreach; Only after public outreach was finished. Bringing in the industrial development on the north end of Sherwood West should not occur unless the citizens of Sherwood have a good faith opportunity to weigh in. Before Metro Commissioners decide they should have their staff review the final plan, but also the communications during the various meetings. You will see what I say here is true. The plans for Elwert Road would degrade the regional connector role it serves. Traffic on and off of Hwy 99 has major delays during rush hours. These conditions have persisted for years and will only worsen if all of Sherwood West is brought in at this time. The City and County need to improve the capacity of Elwert Road, and it's Hwy 99 connection before adding so many homes.	8/21/2024 11:19 PM
16	don't do it, don't do it, this is the opposite of what we are supposed to be doing.	8/21/2024 8:19 PM
17	The concept plan proposed described a mixed employment zone, which included, industrial use, that was not advertised untill after the public outreach peroid was complete. It is not fair, or reasonable, to state the residents of Sherwood are in agreement with industrial zoning in the northern region of the proposed expansion. During the public outreach of the Sherwood West concept plan, mixed employment was represented as a mix of office, light industrial, and flux space. However, after public outreach, the need for industal manifacutring has been a major emphasis of the plan and further dialogue. It is not a good faith statment to suggest that residents of Sherwood are informed of the expansion plan, let alone support industrial use of the aforementioned land.	8/21/2024 6:39 PM
18	Consider who is pushing for this concept - voting citizens or developers and city officials? Follow the money and you'll see. Last survey showed over 80% of voters did NOT want this.	8/21/2024 5:59 PM
19	Consider the impact it will have on current plans to make walking, biking, and transit a more viable alternative to driving.	8/21/2024 4:59 PM
20	Sherwood overbuilt their high school and now the operating and maintenance costs are more on a per student basis than projected. Don't make the same mistake with the UGB expansion, scale it to meet current needs and reflect recent data. This expansion size may have made sense with the growth from 2000 but it doesn't now. You will be trading a vibrant and valuable agricultural area into a land speculator's dream.	8/21/2024 4:31 PM
21	Oregon is a unique state due to its urban growth boundary and early efforts to preserve the beauty and productivity of agriculture. Every time the growth boundary is usurped we loose a little more of that unique quality.	8/21/2024 3:54 PM
22	I would encourage the Council to really consider is it necessary at this time to bring so much land into the UGB, given the data provided on slower population growth than expected and adequate light industrial already available in the UGB. Please tell the city to go back with a requirement to reconsider smaller parcel at this time and to have a more comprehensive traffic study done in conjunction with WA county and ODOT on what the impact will be to our roadways before allowing this much growth to be approved.	8/21/2024 3:11 PM
23	Don't do it. It can't pay for it's own maintenance in a few decades just like Portland can't now. You can achieve all those goals by building denser in the existing UGB. Something other than suburbia might even make Sherwood worth visiting.	8/21/2024 2:42 PM
24	Metro states the "Urban Growth Report" will document whether more land is needed. After a brief review of the Executive Summary, I did not see an answer to this question. Is more land needed? Evolutionary growth planning is required to enhance and maintain the quality of life in a metropolitan area. Sherwood's proposal is Revolutionary, NOT evolutionary. Given recent slowing growth trends, it seems wise to grow gradually, minimizing the occurrence of un-intended consequences. Thank you for your time and consideration.	8/21/2024 11:23 AM
25	Land developers and politicians. Somebody is getting greased.	8/21/2024 8:44 AM

26	Sherwood is asking for to much land.	8/21/2024 7:17 AM
27	Single family homes or 10k+ square foot lots.	8/20/2024 11:42 PM
28	The size of the requested expansion is not supported by facts and the City of Sherwood should be asked to reevaluate the expansion request and right size it to suit the true growth potential for this area.	8/20/2024 7:59 PM
29	Sherwood is a small town and the projected future population growth in no way reflects what is proposed in this expansion. Hundreds of homes are currently being built and retail locations sit empty as retailers have left the area. Sherwood needs to revitalize its existing areas before trying to grow.	8/20/2024 6:37 PM
30	Holly ochoa, Steve ford, and I are all interested in working with Sherwood planners to bring in our 20 combined acres for mixed use and or housing.	8/20/2024 6:28 PM
31	Think long and hard and don’t be swayed by paid consultants who will benefit from growth	8/20/2024 5:09 PM
32	once its gone its gone	8/20/2024 5:00 PM
33	Push back against the people who’ve got there’s and want to limit others.	8/20/2024 4:53 PM
34	Preserve the few remaining farms, green space, access to the outdoors.	8/20/2024 4:30 PM
35	Please see my comments above. The proposal is a wild overreach and should be denied in its entirety.	8/20/2024 4:23 PM
36	Please listen to the Sherwood Farm Alliance. We have presented facts that conflict what city leaders and builders are promoting. We DO NOT have the roads and infrastructure to support this massive increase in acreage into the UGB. Our land is too precious to pave over with the amount of housing suggested, and metros own projections of growth are SIGNIFICANTLY lower than the projections of the city. Just check out the numbers they said we were going to grow for our new high school just a few years ago, the growth numbers were way off base. We built a massive high school that is not at full capacity, and affected all of our taxes and we are still paying off all the infrastructure for that, I think the average Sherwood resident cannot support another massive build in our area that makes the builders rich and leaves the city residents to come up with money for more schools, more roads, more infrastructure and also destroys our beautiful land, thank you	8/20/2024 4:19 PM
37	Do not expand and thereby put further pressure on existing Title 13 refuges for wildlife. Current forest land should be preserved, not destroyed by replacing it with houses.	8/20/2024 4:16 PM
38	We were very involved in the 2016 Concept Plan that the City of Sherwood completed prior to the current Concept plan. It was very evident that the City had an agenda both for the 2016 concept plan and the current concept plan that while they promoted community input, despite hours of involvement, we saw little to no interest on the City's part to make any concessions or listen to the small farm owners in the area being considered. They went through the motions of "listening" to opposing interests, but there was really no interest in farm/wine/small woodland farmers interests. We provide jobs too. We bring in income that contributes to the benefit of all through our taxes, but we are not big enough to be considered as worthwhile contributing members to our community and it is better to bulldoze our properties than to allow farming/winery/woodland enterprises to continue in this area.	8/20/2024 4:00 PM
39	Please reject Sherwood proposal to expand the UGB.	8/20/2024 3:56 PM
40	Don't expand it. Enough land in current boundaries to meet needs for many years.	8/20/2024 3:56 PM
41	Available lands for housing, and SDCs, could be the single biggest driver(s) for affordable housing. The laws of supply & demand are not broken, and housing is too expensive in Oregon!	8/20/2024 3:43 PM
42	Listen to the home and property owners who will be most impacted by the permanent loss of agricultural land as well as the lack of existing roads and infrastructure costs that will impact the community.	8/20/2024 3:02 PM
43	Listen to the local citizens and what they have to say. Read the Save Sherwood West concerns.	8/20/2024 11:03 AM
44	I am STRONGLY OPPOSED to the expansion of the UGB as proposed by the City of Sherwood.	8/20/2024 9:56 AM

45	East-West transit/transportation connections, especially to Oregon city. If Sherwood was built as a denser TOD node, then it could help the region develop as a less congested grid.	8/19/2024 6:16 PM
46	develop existing land in the UGB, we will not be able to utilize an expansion, and it is a waste of money, resources and the environmental impact will be irreversible	8/19/2024 12:50 PM
47	Consider transit planning.	8/19/2024 12:08 PM
48	Expanding the urban growth boundary is a horrible idea. We need to build more housing in the land that is already a part of the UGB. We have plenty of room already. The urban growth boundary is already too large in my opinion.	8/18/2024 11:25 PM
49	I beg everyone at Metro considering this, don't let Sherwood have this land. We've already lost the kindness here, we don't need to further it with a larger population.	8/18/2024 10:42 PM
50	Eh, what’s the point. The Boomers are going to do it regardless. This process is a formality :-)	8/18/2024 9:29 PM
51	We should continue following the growth trends that allowed this area to become so unique in its development. Strong growth boundaries and ensuring walkable, inviting, and friendly places are what make the Portland area a destination, not sprawl	8/18/2024 3:47 PM
52	Don't violate the integrity of the UGB to satisfy the poorly zoned single family housing suburban expansion of Sherwood.	8/18/2024 2:29 PM
53	Density, public transit	8/18/2024 2:28 PM
54	Metro and The City of Sherwood work for us not the other way around. 70% don’t want it. Why can’t you respect the wishes of the vast vast majority of citizens!	8/18/2024 2:15 PM
55	I'd like you to consider WHY you need to expand the UGB in an area with limited growth expectations where there are no projected shortages in available space for the next 20 years? And why you need to do it in the direction of farmland?	8/18/2024 1:24 PM
56	Do not expand the UGB.	8/18/2024 1:13 PM
57	I like the plan. I know there is an opposition group but there are those of us that support the plan too	8/18/2024 1:08 PM
58	Sherwood has space for more density instead of further sprawl.	8/18/2024 12:51 PM
59	The 2040 Growth Concept Plan has been a failure. The regional centers and town centers it envisioned have almost universally not been built out. Metro needs to create a new regional plan that has very prescriptive rules for cities, and has actual mechanisms built in that ensure development happens as planned. We have a dire housing shortage, and we need to take it seriously. We have had these UGB expansions every few years for decades now and it hasn't been enough to end the shortage because the problem isnt a lack of land! The problem is and will continue to be that cities enforce apartment bans, take many months to get out permits, and charge 10s of thousands of dollars in SDC and permit fees. Reject this plan and get to work solving the actual underlying issue.	8/18/2024 12:01 PM
60	Please consider the type of climate impacts, fire risk, and transportation challenges that will accompany this proposal. Cookie-cutter suburban tract homes is not the type of housing that will be climate resilient. Please think better of this status quo proposal. We need a course correction for the better. Please vote to deny this application.	8/18/2024 11:33 AM
61	Think about the whole picture…and the impact on the land.	8/18/2024 9:42 AM
62	Our city leaders are not listening to its citizens. YOU MUST listen to us. We do not want this here!	8/18/2024 7:51 AM
63	Does Sherwood really need to look like phoenix?	8/18/2024 7:24 AM
64	I don’t think Sherwood is ready to expand the urban growth boundary	8/18/2024 1:17 AM
65	We need more housing in the entire region! Allow land owners and developers more freedom to meet the needs based on a free market.	8/17/2024 2:51 PM
66	I was offended a little bit at the Council presidents comment that we only have three people of color at Sherwood high School. I would encourage her to come visit us for our Diwali festival,	8/17/2024 9:15 AM

	or our moon lantern festival to see the hundreds of people from Sherwood who are attracted here because of our good schools.	
67	Our schools and roads are at max capacity already. We are already developing several areas with houses and industrial/commercial buildings. Sherwood needs to stop, study, and evaluate the impact before bulldozing ahead with more development to the detriment of our farms and wildlife.	8/17/2024 8:35 AM
68	Please, please do not allow this to happen. Our children are already in classes of 30+ kids, we don't need more crowding. We enjoy our small town and will be forced to leave if this happens.	8/17/2024 8:08 AM
69	Leave as is	8/16/2024 11:11 PM
70	Less multi unit housing	8/16/2024 9:56 PM
71	Sherwood doesn’t need to become another Beaverton. Is there a real need to turn Sherwood into a crowded traffic congested mess?	8/16/2024 9:37 PM
72	When deciding such a significant proposal please make sure and challenge when in doubt, that the local representatives have taken all prudent measures to insure they fairly represent their communities.	8/16/2024 4:35 PM
73	Sherwood city council has lied to you. There was no input from the residents already living in sherwood west. You are proposing something that no one wants and no one needs. We love the farmland and agriculture of our area. New residents will be very upset by the air cannons that are used during harvest season to keep the birds away. So it is clear to me you don't live here and haven't visited here or you would know this.	8/16/2024 11:49 AM
74	Expansion is not only about creating jobs and financial gains for Sherwood. We need to think long term and how adding 4,500+ homes will impact the environment, traffic, and crime. Let's keep the "small town" charm of Sherwood. Do not expand the Urban Growth Boundary.	8/16/2024 7:48 AM
75	Vote this in and you get voted out. This is dumb. We don't need it and the people here don't want it.	8/14/2024 1:11 PM
76	Our taxes are already high and would increase more. Our schools are already understaffed. Farmland is disappearing.traffic is a nightmare. People working in Sherwood can’t afford to buy in Sherwood.	8/14/2024 6:30 AM
77	A 41% increase in the size of Sherwood. It is excessive, unnecessary, wasteful of rich farmland, will increase traffic congestion, and your property taxes.	8/14/2024 5:36 AM
78	I am 100% opposed to the extension of the urban growth boundary. Communities need to work together to address the growth issues. Just because Portland can’t manage their growth/population and drug crisis (that they created) doesn’t mean that this county should accommodate future growth. Stop the expansion to the west and make the current communities support their population	8/13/2024 10:10 PM
79	Expansion of the UGB to the sherwood west would be detrimental to forests, waterways, farmers and farmland. This concept plan runs within distance of wineries and MAJOR forests that literally help keep the area more natural. The carbon footprint of this many people would not be healthy and 99W including Roy Roger's and ELWERT cannot sustain this. Look at Wilsonville with Villebois and I5. The traffic will be horrid. We live in Sherwood because of the beauty, the farmland the wineries and the community. This community is SMALL for a reason and the people here like it this way. The back of Bull mountain is expanding rapidly and Roy Roger's cannot take all this traffic. Please reconsider because this will not be a beneficial choice for waterways, forests, animals, farmers, residents and the environment. Thankyou. Sherwood resident.	8/13/2024 9:04 PM
80	Consider how the farmers are going to be impacted and the small town, neighborhood feel that people in Sherwood take pride in as well as the heritage. Think about how the nature isn't going to become just miles of houses and industrial complexes	8/13/2024 8:03 PM
81	stay out of sherwood	8/13/2024 4:49 PM
82	traffic to/from sherwood from surrounding cities is already terrible and this will only get worse and add to that as well!	8/13/2024 3:33 PM
83	Do not expand the UGB	8/13/2024 2:00 PM

84	When will the Urban Growth boundary stop being extended? When is enough is enough? Do you want Sherwood to end up like Beaverton? What about food supply when farms keep vanishing into the boundary?	8/13/2024 1:00 PM
85	Just remember who or what is being affected by your decisions and how hard they are to take back.	8/12/2024 6:15 PM
86	The pendulum will eventually swing. Start expanding the UGB's before the voters turn on you (only a matter of time)	8/12/2024 5:35 PM
87	Bus and biking lanes where possible	8/12/2024 4:48 PM
88	Less people less traffic Less large shopping centers	8/12/2024 10:04 AM
89	I feel like the crime rate that is almost impossible to enforce right now needs to be considered. More people means more crime. And if we can't take care of the problems we have now then we shouldn't add to them. That's just basic common sense	8/12/2024 7:28 AM
90	Stop sprawl. We have a very fertile valley and need to grow food.	8/11/2024 10:50 PM
91	Please don't ruin the rural natural beauty of our community.	8/11/2024 8:17 PM
92	CLEAN HOMELESS CAMPS. LIMPIEN Y ERADICATE LOS CAMPOS DE HOMELESS. Es el mayor problema de vivienda en Metro Portland.	8/11/2024 2:36 PM
93	It's needed! We need more housing options for the growth of the town	8/11/2024 11:21 AM
94	Traffic. Safe walking paths	8/11/2024 10:33 AM
95	The only real long term fix to help reduce homelessness is the expansion of the UGB. When it comes down to it housing is a supply and demand issue. Government regulation and boundaries reduce the supply.	8/10/2024 11:51 AM
96	Do not expand the UBG	8/10/2024 10:41 AM
97	Not at this time.	8/10/2024 7:43 AM
98	Expand the urban growth boundary to allow more homes with yards. This high density pack them and stack them is ruining our livability. Roads are congested and it's UNREALISTIC to believe we will give up our cars.	8/9/2024 6:12 PM
99	Industrial land should have a 7% or less slope.	8/9/2024 5:54 PM
100	Respectfully request that Metro Council consider tabling the proposed Sherwood UGB expansion plan, and require the City to reconsider its explansion goals and desires and submit a revised plan after having more meaningful input and working partnerships with affected landowners living and/or working the land within their property.	8/9/2024 11:31 AM
101	Please don't do it, too many people at present is causing dangerous traffic situations. High speeds and too much congestion on country roads not built for this volume of traffic. Too many accidents have already occurred and if Metro does not take this into account Metro will be legally responsible for future accidents and needless deaths. Study the traffic on the surrounding country roads, you will find this to be true.	8/9/2024 7:04 AM
102	Please do not expand into the country. Getting closer to ny house every year.	8/8/2024 9:08 PM
103	Just say no	8/8/2024 7:50 PM
104	Sherwood is the last smaller scale town close to I5 and we do not have the capacity to grow anymore. Traffic is already awful and we don't have the space to expand any longer.	8/8/2024 2:00 PM
105	The urban reserves were so designated to account for urban growth boundary expansion in the region. Sherwood has completed a plan for one of those designated urban reserve areas, demonstrating how it could be developed and served with utilities and governance. Metro Council should approve the UGB expansion request, finding that Sherwood has met the requirements of the Metro Urban Growth Management Functional Plan and has put forth a plan to help provide needed jobs and housing to our region.	8/8/2024 1:13 PM
106	The more time these processes take and the more complicated and prescriptive the results are, directly relates to a higher cost of land and for meeting future housing demand and employment needs.	8/8/2024 12:08 PM

107	We have lived in Sherwood for 22 years. We will soon be in a home too large for us. We would like to stay in the community we helped build, but there are no single housing 55 and older neighborhoods, preferably gated. AND they will be small homes that most likely are unaffordable. Chew on that!	8/8/2024 11:48 AM
108	I have lived in Sherwood for almost 30 years. During that time it has blown up, we are losing the small town feel we used to have. Please help keep us from growing anymore west and explore other opportunities. Keep what little beautiful country we have left just how it is.	8/8/2024 11:47 AM
109	Please don't do it.	8/8/2024 11:28 AM
110	If possible slow the expansion down. With slowing population growth & other areas expanding, infrastructure that is inadequate, this should not go forth as is. We want to preserve an Oregon life style, not become California.	8/8/2024 11:10 AM
111	No	8/8/2024 10:50 AM
112	Added info in previous page	8/8/2024 9:43 AM
113	Do not do this to Sherwood!	8/8/2024 7:19 AM
114	My ask of the Council is quite simple. Follow the outlined legislation, purpose and protocol for 20 year outlook for UGB expansion requests, and Follow the Facts. The Sherwood West Concept Plan may appear to be an impressive package; however it represents the view of politicians and commercial developers and not a demonstrated need for more developable land.	8/7/2024 8:32 PM
115	Metro has the power to protect Oregon from urban sprawl. The plan does just the opposite of that and without data to support any demonstrated need or realistic achievable benefit.	8/7/2024 8:15 PM
116	do not allow sherwood to expand the ugb, there are many places already in the region that has opportunities for additional jobs and residential growth	8/7/2024 4:36 PM
117	I hope Roy Roger's Road does not get overwhelmed. I work in Elmonica and live in Wilsonville, and during the afternoon commute, it is faster than taking I-217.	8/3/2024 8:38 PM
118	See main essay on my criticisms, but otherwise I'll mention neighboring communities each had UGB expansions in the past cycle (King City out to Roy Roger's Rd, and Wilsonville with Frog Pond) that have not been developed yet, providing more area housing needs. In addition, a mid cycle swap in benefit of Tigard, taking acres from Damascus, adds additional housing land, making additional growth unnecessary.	8/3/2024 12:03 AM
119	There are zero amenities (stores, restaurants, gas stations, etc) in that part of town. Please make developers include those in their plans. I understand the land in this area is expensive, and the more houses they can squeeze into an area, the more profit they make, but it’s counterproductive to the sense of community that all these surveys speak so much about. Please don’t force an entire town’s with of new residents to drive to 99W/Sherwood Blvd or 99W/Roy Rogers for everything. Provide these basic services for these residents closer to their homes.	8/2/2024 3:27 PM
120	Although I think that Sherwood has the right mindset with keep the goals of the state in tact with the chip manufacturing, it seems like they are behind on timing. I feel like there are better areas with freeway access for transportation, if they build out the land off of Roy Rogers as employment/industrial it seems like there's limited future growth beyond this. I would recommend areas like Hillsboro, Tualatin, and Wilsonville. I think that was a bad planning part on Sherwood and the panels.	8/1/2024 12:39 PM
121	I did not answer about the Sherwood proposal as I am not in that area. However, I did indicate my overall preferences for what should be considered in UGB decisions.	7/30/2024 7:46 PM
122	There are a lot of small acreage lots with housing already on them and I would expect most of these lots would not be available for development for more than twenty years from now. There is also farming activities going on in the area, that do not appear to be available for development in the near future. There appears to be no real adequate plan for future transportation, water and sewer, and electricity, that will adequately serve the current area, let alone any future expansion.	7/30/2024 9:09 AM
123	The west side has such heavy traffic due to the extensive growth, I hope the new streets are accommodating of this reality.	7/30/2024 8:24 AM

124	Sherwood has a comprehensive plan and they know what is best for their city. Lattititide should be given to incorporate city objectives. There is too much top down planning.	7/30/2024 7:20 AM
125	Need to have Development Pay for itself. Putting new infrastructure on the backs of current residents is not acceptable. Develop and dash ,leaving "us" to pay for fire, police, schools, etc. part of the Development Ponzi scheme we are still buying into.	7/29/2024 9:42 AM
126	Let's not eat up more rural land unnecessarily. Instead, let's focus on greater density within the existing urban area.	7/28/2024 8:39 AM
127	Housing is unaffordable. Do not accept that the west coast needs to be expensive. We made it this way. We need a reset. We can and should set our goal to be more affordable than the Mid-West. Build more housing. All kinds of housing.	7/25/2024 7:25 PM
128	I'm strongly in favor of expanding the UGB as described in the Sherwood proposal. Long overdue!	7/24/2024 5:40 PM
129	Please look at the assertions of the City of Sherwood with a critical eye. Throughout the public outreach process they have often used vagueness and begged off serious concerns with a statement of it being to early in the process to make detailed plans.	7/24/2024 4:09 PM
130	Move to California if you want sprawl. Seriously, this is so irresponsible of you.	7/24/2024 7:36 AM
131	Our family has owned property in Sherwood for more than 100 years. We love the area and are thankful that METRO and the City of Sherwood planners are carefully considering options.	7/23/2024 9:29 PM
132	Denser	7/23/2024 8:58 PM
133	I have followed the preliminary work done by the city of Sherwood and believe they have captured the needs of the community and this expansion will make Sherwood stronger and provide more "Sherwood Quality" community around the High School and green land areas. Sherwood is unique and we'd like to see more people have the opportunity to be apart of this great community.	7/23/2024 8:41 PM
134	Just don't do it. I know there's a lot of pressure from developers and right-wing politicians to eliminate the UGB, but it has served us so well. Give the new middle housing and other infill opportunities a few years to show whether, as the growth projections suggest, they will provide adequate places to develop new housing that is more suited to achieving the region's climate and lifestyle goals.	7/23/2024 6:47 PM
135	Look forward. The future doesnt call for this	7/23/2024 6:25 PM
136	Stop it. Look at your own life	7/23/2024 3:29 PM
137	The several decades of suburban expansion since the Highway boom have definitively shown us that sprawl does not creat good communities, much of what made this region great and unique has been torn apart by Highway expansion and our main goal should be to fill the void left in its wake, expanding the growth boundaries would be contrary to that	7/23/2024 3:25 PM
138	If growth continues out in farm and agriculture areas, you will find one day there will no longer be berry picking, fresh eggs, pasture raised meat, flower farms and wineries, that people love to venture out to. You will also create a traffic nightmare by putting commuter roads where livestock live and tractors and other machinery will share those same roads.	7/23/2024 2:24 PM
139	The current untenable traffic problems. The adequate amount of buildable land within the current boundary. The financial interest in builders dominates the planning proposal, not the majority of citizens.	7/23/2024 12:17 PM
140	Please give credence to the comments of the public. Don't let the developers rule or community. They are here for the profit, we live here.	7/23/2024 11:53 AM
141	I would like to see more incentive provided for increasing transit options. Considering Sherwood's location within the Greater Portland Area, I imagine the increase in UGB will result in a increase in automobiles on the roads. Can there be a way to ensure an increase of transit options as part of the increase in UGB?	7/22/2024 6:10 AM
142	The area is losing residents. There's no reason to extend the growth boundary. Gentrify downtown. Leave the surrounding wilderness and farmlands alone. You're bought and sold by developers so I don't even know why I'm filling out this stupid thing.	7/21/2024 9:04 AM

143	I. The greatest asset to the Portland area has not been and will never be humans or anything made by man, but the natural bounty provided us all by the Earth. II. If we cannot live beautifully, why should we live at all?	7/20/2024 9:02 PM
144	Please never expand urban growth boundaries. Encourage density within existing urbanized footprints. Vastly expand public transit. Stop widening freeways. Fund housing as a human right.	7/20/2024 7:43 PM
145	Thank you for reaching out for opinions,	7/20/2024 10:44 AM
146	Make sure developers are legally on the hook to live up to their obligations instead of flaunting their disregard of the rules.	7/18/2024 9:47 PM
147	n/a	7/18/2024 12:06 PM
148	This proposal is the definition of car-dependent sprawl and should NOT be allowed.	7/18/2024 10:24 AM
149	We need more housing for seniors- single level, accessibility features.	7/18/2024 6:22 AM
150	Cycling, walking, and transit should not simply be options but the preferred mode of transportation around a new neighborhood such as this.	7/17/2024 6:53 PM
151	I hope you know how much of a transparent Money Grab this proposal is. Couched in disarming political jargon. The proposed expansion is in an area that struggles to support the residents as is. Highway 99 and 217 are virtual parking lots 80% of any day. Growth without sufficient infrastructure is irresponsible bordering on nefarious.	7/17/2024 6:18 PM
152	Unless the development pattern requires reuse and redevelopment of existing built areas first, while providing space for parks and natural areas, the expansion effort is based on false pretenses.	7/17/2024 2:26 PM
153	Stop building up over our beautiful land. This is the reason so many of us moved here.	7/17/2024 2:06 PM
154	We need more NW 23rds not more Lake Oswegos. If cities want to expand they need to do so in ways that allow for more mixed housing and not restrict the expansion area only for the wealthy.	7/17/2024 9:25 AM
155	I’m gonna be so real with yall. I come from Texas, and while they have a lot of draconian social laws, they know how to build housing — fast. Which is why housing costs are so cheap compared to here. While I don’t want 20 lane highways or single family suburbs everywhere, approving more land at a faster pace to build housing can change the game. Please approve the Sherwood proposal and continue expanding the boundary piece by piece.	7/16/2024 11:23 PM
156	I think it’s probably most important to consider the nearby communities and the transportation issues. I won’t be affected at all by this given where I live and I no longer own a car. Hopefully, adequate transit will be accessible to these new residents	7/16/2024 8:52 PM
157	Sherwood is a desirable city to live in because of its charm. This expansion would take away some of that charm and spread the city further apart instead of building it together creating more community	7/16/2024 8:51 PM
158	Does Metro conduct any evaluation (or require this of the applicant cities) to determine if this is the highest and best use of this area of the urban reserve, and/or whether there is not another place within the urban reserve that is better suited for an expanded UGB (even if it's in another city)? It seems misguided that cities apply for UGB expansion, instead of Metro determining where and when they should occur.	7/16/2024 8:43 PM
159	The roads that people will use to come and go from the new area. The roads already don’t support the population.	7/16/2024 6:32 PM
160	As a regional government, I believe that Metro Councilors have a responsibility to go out and talk to communities about the vision the Metro Council has for them and to listen to community feedback where they are. Decisions at Metro are made with City and County staff attendance in morning meetings, but they should attend evening meetings with Councils and Planning Commissions to hear the citizens sides of the stories, not at Metro. My opinion.	7/16/2024 5:01 PM
161	If you plan for decline you will likely achieve it.	7/16/2024 9:07 AM
162	Better increase of diversity at Metro in the team.	7/16/2024 8:01 AM
163	Just say NO, there is no reason for it. Approving this sprawl is not what METRO is supposed	7/15/2024 8:52 PM

	to be doing.	
164	Please clean up the trails at Mount Talbert Nature Park. So much poison oak and we need to do gymnastics to avoid it when hiking.	7/15/2024 7:57 PM
165	Sad to see our farm la d go to waste, we will never have that fertil land back ever again	7/15/2024 6:50 PM
166	I'm really proud of Metro and the UGB. Let's keep moving, and do it thoughtfully and slowly.	7/15/2024 6:48 PM
167	Make sure to preserve wildlife habitat and include good solar and other renewable energy options	7/15/2024 6:00 PM
168	Prioritize affordable single family housing and safe and affordable public transit.	7/15/2024 5:23 PM
169	More public transportation. More parks and trees!	7/15/2024 5:15 PM
170	I vote for no growth, Mother Nature thanks you	7/15/2024 4:41 PM
171	Please consider the desires of the people who call Sherwood home. You only need drive down Roy Rogers Road and see the abomination of development there to understand our intense contempt at the idea of those developers getting any closer to our bucolic countryside and beautiful rural setting. A 42% increase in the size of our city is unnecessary and unwarranted. Construction of this size will be a burden to all who live in the area for years to come.	7/15/2024 3:47 PM
172	Expand the boundary the maximum amount possible! The region needs more single family homes-thousands more homes!	7/15/2024 3:03 PM
173	Our land use laws have served us well, and has strong support. Going forward, we need to be flexible to address opportunities as they arise, and act far faster.	7/15/2024 2:20 PM
174	Again, don’t mix residential with working farm ground. Example, Roy Rogers Rd, one side now high density residential and the other ACTUAL working farm ground.	7/15/2024 1:39 PM
175	Thanks	7/15/2024 1:20 PM
176	Don't encourage expansion of the UGB under the disguise of affordable housing. In-fill and up zoning in close-in locales can solve the housing needs and address traffic and transportation issues. With all the expansion, where will we be in 20 or 40 years? Sprawl is not the answer no matter what it is called. Smart in-fill and upzoning development makes sense -- especially given the aging demographics. The new single-family neighborhoods will be empty areas in 30 years. Thank you.	7/15/2024 1:20 PM
177	Metro needs to remember that UGB amendments can't be undone, and that the UGB is about the only truly effective growth management tool in the US today. Consequently, what Metro does with the UGB is central to its success as a regional government. Metro needs to embrace this critical role and lead publicly to build understanding and support for probably the only thing that it does that has true and lasting value and impact. In addition, Metro needs to work with its jurisdictional partners to maintain, revise and needed, and publicize its vision for the region. Today, the 2040 Concept Plan is now 30 years old. Metro has ignored it's fundamental role as regional planner for way too long. That vision is out of date, unknown, and not authoritative. Metro has been given the opportunity to lead with vision, but it has insisted on doing nothing of the sort. For too long, Metro leaders have insisted that no more planning is necessary while ignoring the plans and vision that it has. Further, plans only represent the consensus of the moment they were adopted. Keeping plans and visions alive is an ongoing responsibility. It require work and commitment, and Metro has provided neither. If Metro doesn't want the UGB savaged by self-interested development forces, then it needs to frame the UGB by something larger. Metro has completely failed to do that, and the result is the kind of result we saw in the last Legislative session where Democrats, led by Governor Kotek, championed UGB amendment actions that would fundamentally make Metro, and this process, irrelevant. In addition, while Metro Councilors name-check climate as a major concern, they do nothing. They continue to push for highway expansions, and they have done nothing to update the 2040 concept to reflect concerns for climate and carbon emission reduction. Frankly, the emperor, in this case Metro, has no clothes. But Metro certainly like what it sees in the mirror. Please get real! Stop playing games with the region's future and get to work, particularly on the things Metro is uniquely charged with. Time is flying and you are not in the game.	7/15/2024 1:17 PM
178	I do not support this at all! Fix downtown Portland first!	7/15/2024 1:15 PM
179	No more concrete jungle. The traffic is HORRENDOUS around here. Too many cars and new	7/15/2024 12:50 PM

	crappy homes.	
180	Wilderness spaces are important for so many reasons, especially as climate change will be making urban life even more warm and unbearable in the future. I'd rather see Metro use the space already allotted to it than paving over even more land.	7/15/2024 12:44 PM
181	Fewer parking lots, less sprawl, more dense housing, narrow freeways and add tolls, more bike paths	7/15/2024 10:36 AM
182	Quit allowing land waste with huge estates. Focus on density and cleaned up safe transit and bike paths.	7/15/2024 7:31 AM
183	No	7/15/2024 6:09 AM
184	Please don't expand. The city has plenty of room for development inside city limits. In addition king city has already expanded and is working on developing a large residential area just down the road.	7/14/2024 6:17 PM
185	Thanks for asking	7/14/2024 5:42 PM
186	Approve it	7/14/2024 5:16 PM
187	Don't let existing Sherwood residents vote down UGB expansions that are needed to help the region accommodate growth and affordability.	7/14/2024 4:02 PM
188	Just like with the Brookman Rd expansion I believe the council will push this through, regardless of your employers, the voters.	7/14/2024 3:43 PM
189	Prefer to not include Sherwood in the urban growth areas.	7/14/2024 3:30 PM
190	Please do not approve the Sherwood West Plan.	7/14/2024 2:25 PM
191	Light rail expansion on the 99 corridor	7/14/2024 12:48 PM
192	I reject the proposal. I think it’s important to keep farmlands and keep this city a somewhat “country” suburb. Tigard and tualatin are close enough and are incredibly overdeveloped. We don’t want Sherwood so overdeveloped. No one moved to Sherwood wanting it to end up like Tigard or tualatin.	7/14/2024 12:16 PM
193	This is not the right thing to do. When this was first proposed in 2015 it was a 50 year plan. Here we are 9 years later and they are moving forward full speed. We all were against this in 2015 and we still continue to be apposed now. Do not allow the sheriff expansion. With the expansion of King City it's already going to bring a huge influx of people, cars and business to this Sherwood area. We don't need more. We need land to grow food. We need trees. We need space for wild animals. This can not happen. As rural residents of Sherwood we can't vote on elected officials that make the choices that effect us and not those in town who do get to vote. Please let our voices be heard. We do not support this expansion. This is the only way we can be heard.	7/14/2024 12:09 PM
194	Do not expand Sherwood’s urban growth boundary	7/14/2024 10:52 AM
195	The city of Sherwood residents voted a resounding NO for expansion - 86% rejected this expansion plan. We are not willing to fund such expansion when we already added land into the UGB an poor planning as led to a waste of resources and ag land (massive high school that tax payers are having to pay for)	7/14/2024 10:32 AM
196	Resources are already scarce in rural Sherwood. Please don’t exacerbate that.	7/14/2024 10:29 AM
197	No more growth in Sherwood. We are being squeezed.	7/14/2024 10:16 AM
198	Metro should consider the city of Sherwood’s blatant rejection of the wants and needs of its residents and bordering residents. We have demonstrated over and over to the city and metro, that this expansion is both unneeded and unwanted. Much of developed Land within city limits sits vacant, neglected, and unused. Metro And the city of Sherwood should be protecting precious farm and agriculture space, rather than promoting urban sprawl. Please reject this proposal.	7/14/2024 10:14 AM
199	Schools cannot take any more students. Please consider grocery shops being better accessible. Growth isn’t always best.	7/14/2024 9:47 AM
200	Less low density housing. And how will Trimet serve this area?	7/14/2024 9:30 AM

201	For the love of god please get housing prices under control!	7/14/2024 8:21 AM
202	There needs to be infrastructure already IN PLACE before you expand. The 2020 bald peak fires are an excellent example of why we need to be prepared BEFORE you expand. This one incident required the involvement of many multi agencies and could have resulted in a much larger devastation and loss of forest, wildlife, domestic/farm animal life and human life if the plane dropping fire retardant wasn't diverted from Hagg Lake fire to Bald Peak.	7/14/2024 8:13 AM
203	Increase density and transit, anticipating future climate refugees.	7/14/2024 12:11 AM
204	The city has a lot of un unused or poorly used areas and they can be transformed to a better place like broadway corridor that solely adds over 1000 homes. This type of development should be a focus of the council.	7/13/2024 12:02 AM
205	Rather than building more outside of the UGB, let's focus on creating better spaces on the land that's already allocated. Densify current areas, we don't need to increase sprawl more.	7/12/2024 8:21 PM
206	Please consider the climate and the environment and understand that gasoline cars and infrastructure that prioritizes cars is killing us in heat waves. Please consider these very serious factors and look at Europe and Asia.	7/12/2024 6:16 PM
207	This expansion should have already happened before the School was built in 2015 - Newberg, Or has updated their area and we are left behind and deal with their traffic to Hillsboro.	7/12/2024 1:24 PM
208	Sherwood has the right ideas in mind with mixed developments and alternative transportation but they need to take them further, transit being extended into Sherwood west should also be explored as it's distance from the other bus lines would make access difficult and in the largest proposed area of lower cost housing in Sherwood those living in Sherwood west may be those most dependent on transit	7/12/2024 8:12 AM
209	I can't stress enough how important it is to preserve nature and avoid suburbs.	7/12/2024 8:04 AM
210	Future mass transit expansions, leave room in regional plan to allow for cheaper future expansions.	7/12/2024 12:26 AM
211	Preserve natural lands at all costs. Build up, not out. Increase density, disincentivize personal automobile ownership & provide clean, renewable public transit. Smaller urban boundaries increase access to nature for all, decrease fossil fuel emissions and preserves ecosystems. The Pacific Northwest is supposed to be a bastion of sustainability, let's live up to it.	7/11/2024 10:39 PM
212	I grew up in both Newberg and Tigard (divorced parents). I saw Sherwood go from some fields to what it is today. It sprawls a lot more than it needs too, and driving to there and through it is miserable. I'm nervous about continuing to focus on roads instead of public transit, and if we want housing to be affordable and Sherwood to be accessible to folks, it needs to move away from single family homes. Thank you	7/11/2024 7:03 PM
213	You really messed up in expanding Happy Valley without planning to run high capacity transit to serve it. You doubled down on this error by trying to run an expressway to serve the area, instead of transit. Now, you're on course to repeat your mistakes in Sherwood. Are you stupid, or just corrupt? Don't do it. Stop yourselves before you offend again.	7/11/2024 6:16 PM
214	Do not expand the UGB. No more freeways. No car dependence.	7/10/2024 10:17 PM
215	Please do what you can to encourage mixed-use transit-oriented density throughout the metro region, thanks.	7/10/2024 12:38 PM
216	Please don't expand the urban growth boundary in Sherwood. Our town has reached its limits.	7/9/2024 9:57 PM
217	Yes! The greatest consideration should be given to the plan and proposals from the local community.	7/9/2024 3:51 PM
218	no	7/9/2024 3:20 PM

Q1 What do you most want to see preserved as greater Portland continues to grow?

Answered: 340 Skipped: 25

#	RESPONSES	DATE
1	Portland and Oregon needs to keep our lands preserved, the farmland, the natural areas, and the like. There's been far too much expansion, with virtually no consideration to infrastructure. It's become so bad that I will likely move out of Oregon as the traffic is untenable. Areas like Bull Mountain and the expansion west into the Scholls area are disheartening and honestly depressing to witness. As someone who moved from Tigard to Sherwood to escape the rampant influx and horrendous planning, I'm fearful of what your plan is for Sherwood and beyond.	8/23/2024 10:06 AM
2	Parks and rec area	8/22/2024 9:51 PM
3	Farmland and rural areas	8/22/2024 9:44 PM
4	I most want to see our green spaces and parks preserved, ensuring that all generations can enjoy the natural beauty and outdoor opportunities that make Portland unique.	8/22/2024 9:42 PM
5	Farmland	8/22/2024 9:38 PM
6	Farm land	8/22/2024 7:24 PM
7	Our agricultural land!	8/22/2024 6:57 PM
8	Open space, farm land, landscape views	8/22/2024 6:51 PM
9	Mass transit	8/22/2024 6:46 PM
10	Farm land	8/22/2024 6:44 PM
11	Farm land, country roads, small town feel, less traffic,	8/22/2024 6:29 PM
12	Farmlands and fields	8/22/2024 6:28 PM
13	Partnerships across different levels of government, the private sector, and non-profit organizations.	8/22/2024 6:06 PM
14	Farmland	8/22/2024 4:57 PM
15	The Old Growth Timber 200 year plus trees	8/22/2024 4:38 PM
16	Ag land.	8/22/2024 1:13 PM
17	Farmland	8/22/2024 11:42 AM
18	Compact city (easy and quick to get from one side of the city to the other). Preservation of nature outside the city. Close proximity to nature.	8/22/2024 11:39 AM
19	I would like to see farmland and trees preserved. Everytime a developer comes in and develops land into $700K homes (not affordable to true Oregonians only california transplants) he cuts down 100's of large mature trees and plants one the size of a charlie brown christmas tree and calls it good	8/22/2024 10:11 AM
20	Our natural and rural areas.	8/22/2024 10:08 AM
21	Farmland and forest	8/22/2024 2:52 AM
22	Habitat for wildlife	8/21/2024 11:09 PM
23	As Portland grows I would like to see the beauty and charm of existing neighborhoods protected. Too often decisions are made which prioritize currently popular political priorities which end up trampling over the livability of existing neighborhoods.	8/21/2024 10:52 PM

24	Farmland, access to nature, a relatively compact city, lack of suburban sprawl, relatively low traffic congestion.	8/21/2024 10:47 PM
25	Tress and water quality	8/21/2024 9:32 PM
26	affordability	8/21/2024 8:16 PM
27	The natural beauty of Oregon should be preserved. It is also important to preserve wildlife habitat and local agriculture. Given global climate change Oregon wine country is anticipated to have large growth in industry in the upcoming future. Preserving land where this local agricultural can flourish is imperative. Protecting the water shed is also important, given the many threatened species that live in the surrounding area.	8/21/2024 6:06 PM
28	Farmlands and natural areas	8/21/2024 5:50 PM
29	The natural lands surrounding the city.	8/21/2024 4:55 PM
30	Livability. This includes affordability, connection to nature and lack of traffic congestion.	8/21/2024 4:22 PM
31	Livability and agriculture. The urban growth boundary is designed to protect farm land and preserve the livability of our state and it should be allowed to work as intended.	8/21/2024 3:40 PM
32	Continue to protect green spaces and saving older homes instead of developers coming in and bulldozing them down. incorporate more of these in newer developments. Seeing the high-density houses go in with little to no regard for trees, green space is making our area look every other area in the country instead of preserving the history and natural beauty of our state.	8/21/2024 2:58 PM
33	Preserve green spaces, prevent sprawl, increase density	8/21/2024 2:35 PM
34	1: Free Choice of how to pursue happiness, including where to live. 2: Rural acreage close to, and within greater Portland, that protects both natural and economic characteristics.	8/21/2024 10:54 AM
35	farm lands and wildlife.	8/21/2024 8:33 AM
36	Farm land	8/21/2024 7:10 AM
37	A good quality of life. Enough schools and jobs and roads to support the number of new homes being built. And preservation of the natural landscape.	8/20/2024 11:35 PM
38	Public green space Pedestrian and bike friendly community centers	8/20/2024 7:43 PM
39	Parks. Concerts, high quality establishments	8/20/2024 6:24 PM
40	Farmland and green spaces	8/20/2024 6:21 PM
41	I want to see farmland and natural areas continue to be preserved.	8/20/2024 6:19 PM
42	Green spaces, protected habitat areas	8/20/2024 5:00 PM
43	farm and forest land	8/20/2024 4:55 PM
44	Rural farmlands	8/20/2024 4:53 PM
45	Larger lot sizes	8/20/2024 4:49 PM
46	wildlife habitat, farmlands.	8/20/2024 4:48 PM
47	Farmland, green space, horizon lines.	8/20/2024 4:25 PM
48	Farm land and outdoor spaces	8/20/2024 4:20 PM
49	Productive farmland	8/20/2024 4:18 PM
50	PRESERVE Farmland, more density housing in areas already in the UGB, not increasing growth being driven by developers but SMART GROWTH	8/20/2024 4:10 PM
51	Protection of Title 13 areas in the form of small tree farms and woodlots where wildlife has take refuge, including creeks and wetlands.	8/20/2024 4:03 PM
52	Farm Land, open space, environmentally sensitive Areas	8/20/2024 3:52 PM
53	farmland, wild animal habitat, forests	8/20/2024 3:52 PM

54	Farmland, wineries, forests and parks	8/20/2024 3:46 PM
55	Green Space	8/20/2024 3:46 PM
56	Substantial wetlands & navigable water ways	8/20/2024 3:31 PM
57	Preservation of agricultural land and open space. The loss of agricultural land is disproportionate to the need for growth and expansion with industry. The focus should turn to using already developed urban land before expanding into precious agricultural areas.	8/20/2024 2:53 PM
58	Quality of life	8/20/2024 2:01 PM
59	Greenspace	8/20/2024 1:47 PM
60	Our farms, vineyards, our trees and affordable housing.	8/20/2024 10:54 AM
61	Green space and open land (used as natural reserves and agricultural areas)	8/20/2024 9:44 AM
62	Rail transit rights of way	8/19/2024 6:09 PM
63	farmland and country acreage preserved	8/19/2024 12:45 PM
64	Preserved nature, less sprawl	8/18/2024 11:22 PM
65	The current urban growth boundary boundary	8/18/2024 10:17 PM
66	Agriculture land.	8/18/2024 9:24 PM
67	Agricultural resources, our natural spaces, and our planet. Sprawl consumes more farm land, more natural habitats, and creates exponentially more GHG emissions which will destroy our planet.	8/18/2024 8:37 PM
68	Natural spaces	8/18/2024 8:30 PM
69	Slow it down, big housing developments with out the infrastructure is horrible. Take for instance, the high school the walk way across 99 3 years after the school opens. Someone had to get hurt before they did something . Now it’s just a cluster, and drop off one way in , one way out. I’m sick of the lack of common sense that goes into planning.	8/18/2024 7:01 PM
70	Farm land and green spaces near our urban centers.	8/18/2024 5:10 PM
71	Our green space and lack of sprawl. Part of what makes this area great is the density and strong urban growth boundaries that created the cities in the Portland area.	8/18/2024 3:42 PM
72	Keeping Sherwood a small town, single family homes and not apartments and condos.	8/18/2024 3:25 PM
73	Natural and agricultural land.	8/18/2024 2:37 PM
74	Farmland, keep the UGB in tact.	8/18/2024 2:25 PM
75	Our lush green spaces and forests	8/18/2024 2:25 PM
76	Keep the current UGB and grow through infill housing	8/18/2024 1:35 PM
77	Farmland & trees.	8/18/2024 1:21 PM
78	Honestly, as someone who has lived in Sherwood for 15 years, calling it part of "greater Portland" in the first place is offensive and concerning. What I want to see preserved for *Sherwood* is that the small town and surrounding farmland does not get sucked into the crime, homelessness, drug use, and other blight infecting Portland proper.	8/18/2024 1:20 PM
79	The existing UGB.	8/18/2024 1:11 PM
80	Nature and valuable farmland	8/18/2024 12:49 PM
81	Farmland - use the old and empty buildings before allowing to build more.	8/18/2024 12:29 PM
82	Farmland and forest.	8/18/2024 11:27 AM
83	Farm land	8/18/2024 10:00 AM
84	Farm land and better infrastructure to handle the growth, BEFORE you grow anymore!	8/18/2024 9:40 AM
85	Farms, woodland areas, and small town atmosphere.	8/18/2024 7:48 AM

86	Rural farm land	8/18/2024 7:19 AM
87	Agriculture, farmland, forestry. Repurpose or demo existing old buildings and land that is wasted within the current boundaries.	8/18/2024 7:08 AM
88	Parks, farms, Open space	8/18/2024 6:28 AM
89	Nature, trees, fields	8/18/2024 1:08 AM
90	farmland	8/17/2024 8:46 PM
91	Affordable housing and access to parks, state parks, green areas, etc	8/17/2024 2:48 PM
92	I value the variety of outdoor activities.	8/17/2024 9:10 AM
93	Farmland and forest	8/17/2024 8:27 AM
94	Farmland	8/17/2024 8:02 AM
95	Keeping urban sprawl limited, maintaining natural lands especially wetlands and wild habitat.	8/17/2024 5:18 AM
96	Forest and farm land	8/16/2024 11:03 PM
97	We need more space. We are ruining life for the majority in order to appease the few, often very wealthy. UGB is not a great thing.	8/16/2024 9:55 PM
98	Rural spaces and limiting growth of surrounding cities	8/16/2024 9:31 PM
99	Quality of life and open spaces. Putting high density homes in areas without transportation options will lead to excessive congestion.	8/16/2024 4:23 PM
100	Safe, clean and robust communities living in harmony with open protected spaces	8/16/2024 4:23 PM
101	Agricultural land that makes the area what it is. No more packed together houses with no character.	8/16/2024 11:44 AM
102	farmland, natural spaces, lower traffic	8/16/2024 7:35 AM
103	Water & air quality.	8/15/2024 1:41 PM
104	Green space…parks…small produce farms	8/15/2024 12:15 PM
105	Farmland and scenic beauty	8/14/2024 1:08 PM
106	Fertile Farmland, natural habitats and forests.	8/14/2024 7:01 AM
107	Farmland, which is why I bought in Sherwood 20 years ago	8/14/2024 6:25 AM
108	Farmland	8/14/2024 5:31 AM
109	I would like to see farmland and the farming communities around Portland continue to thrive. Adding additional sprawl will not allow Oregonians to continue to thrive as ranchers, farmers and country folk. It changes the landscape and ruins what makes Oregon great.	8/13/2024 10:06 PM
110	WINERIES , AND FARMLAND IN SHERWOOD OREGON.	8/13/2024 8:58 PM
111	Our green spaces are quickly disappearing and being replaced by industrial buildings and high density houses. It is having an impact on different industries, air quality, congestion and more. We are building faster than we are growing trees and it is sad to see. Oregon is beautiful because so much of nature has been protected, at least until recent years.	8/13/2024 7:54 PM
112	farmland	8/13/2024 4:45 PM
113	Family farms	8/13/2024 4:06 PM
114	Sherwood and surrounding farm land areas so that there is retained access to local fresh farm products.	8/13/2024 3:46 PM
115	rural areas, farms, wineries, parks, natural areas	8/13/2024 3:29 PM
116	Less density in building. More single family homes instead of apartments.	8/13/2024 1:58 PM
117	Old growth tall trees, all greenways, wetlands, natural habitat, waterways, farmland, open fields.	8/13/2024 12:55 PM

118	Land as mark twain said " buy land they aren't making it anymore" Meaning it's hard to get back the land that is absolutely needed for farmers who have a hard time as it is to grow food for our community and wildlife plus the more homes the more pavement ie more heat and less country.	8/12/2024 6:13 PM
119	Livable neighborhoods with yards.	8/12/2024 5:29 PM
120	old trees, convenient public transit	8/12/2024 4:56 PM
121	Parks, recreation, libraries, and open spaces and agricultural land free from future development	8/12/2024 4:44 PM
122	Less people less traffic	8/12/2024 10:01 AM
123	I want to see land, farms, and agriculture preserved	8/12/2024 7:23 AM
124	Condense cities save farm land, Forrest and open spaces	8/11/2024 10:45 PM
125	Farmland and wilderness areas - please protect Oregon agriculture	8/11/2024 8:32 PM
126	Preserve green spaces in Sherwood. Oregon’s public perception is lush greenery, and yet everywhere I look in my community the green is systematically removed. It’s ugly and heartbreaking.	8/11/2024 8:15 PM
127	Árboles, parques zonas verdes. Tree, nature rich parks, more trees.	8/11/2024 2:32 PM
128	Farmland, rural spaces, forests	8/11/2024 10:27 AM
129	The availability of single family detached homes to a wide range of homeowners. Surveys continue to say young people still desire home ownership and the changing needs of baby boomers are not being met.	8/11/2024 8:18 AM
130	Our farm land! I have lived here all my life (57 years) it truly makes me sad to see Metro being hijacked by developers. The idea of the urban growth boundary was a great vision to keep urban sprawl from ruining our way of life the way it has in so many large cities, but I have seen over the years that the Urban Growth Boundary has increasingly meant nothing. Constantly building is not sustainable. We need to revisit, at the deepest level, why the Urban Growth Boundary was created in the first place and go back to the time when it meant something. When it was used as a tool to continue a high quality of life.	8/10/2024 6:05 PM
131	I would like to see the cost of housing preserved over all other things.	8/10/2024 11:46 AM
132	Protect Farm land	8/10/2024 10:36 AM
133	Agricultural and forest land	8/10/2024 9:58 AM
134	Farm land It is very sad to see so much farm land get swallowed up by large housing developments, and now on Roy Rogers Rd. businesses are taking over farm land.	8/10/2024 7:37 AM
135	Greenspace, single family home neighborhoods, safe parks.	8/9/2024 11:15 PM
136	Single family homes with actual yards	8/9/2024 6:07 PM
137	single family homes	8/9/2024 5:50 PM
138	Open spaces, small farms, and rural lifestyle within the Sherwood UGB area. While growth is necessary to address future needs it must be done smartly and prudently considering all factors and concerns particularly from those directly affected by proposed changes .	8/9/2024 11:13 AM
139	Natural spaces without residential expansion and subdivision creation.	8/9/2024 9:51 AM
140	Natural habitats, green spaces/bridges, farmland, more density less urban sprawl.	8/9/2024 9:32 AM
141	Rural and precious farm land, forest, timber and green spaces including waterways.	8/9/2024 6:58 AM
142	Our roads being somewhat managable with traffic. As a 5th generation oregonian with a 6th gen daughter. The traffic is getting horible.	8/8/2024 9:04 PM
143	Stop building everywhere. Save the trees for weather preservations in the heat. More trees more rain, win win, end the drought. Save wildlife.	8/8/2024 8:18 PM
144	Farmland	8/8/2024 7:45 PM

145	Farm land, forests, and welands	8/8/2024 7:45 PM
146	Forests, wildlife, farmland	8/8/2024 7:28 PM
147	Farmland	8/8/2024 7:19 PM
148	Farmland, wildlife areas, green space	8/8/2024 7:05 PM
149	Farmland. No concrete jungles or suburban sprawl like California	8/8/2024 6:28 PM
150	Keep land as is. No more commercial building	8/8/2024 6:24 PM
151	Trees' and open spaces.	8/8/2024 5:38 PM
152	open farm land and large open spaces for trees and parks	8/8/2024 3:43 PM
153	Farmland and small family run farms	8/8/2024 1:58 PM
154	I'm not sure about preserved per se, but funding provided for parks and trails should be prioritized to maintain green spaces and multimodal transportation options.	8/8/2024 1:04 PM
155	Suitable land prepared for residential, commercial, and industrial use inside the urban area with fewer governmental barriers	8/8/2024 12:02 PM
156	Small town feel	8/8/2024 11:42 AM
157	Land and small town feels	8/8/2024 11:42 AM
158	We need to preserve the quality of life that Portland is known for. Outdoor beauty, healthy local economies, environmental quality.	8/8/2024 11:25 AM
159	Farm lands, green forested areas. Not urban sprawl or mini malls	8/8/2024 11:04 AM
160	Farms	8/8/2024 10:47 AM
161	Open space	8/8/2024 10:12 AM
162	Preserve farmland, do not increase traffic on already broken road infrastructure	8/8/2024 9:54 AM
163	Family farms and farm and forest land	8/8/2024 9:42 AM
164	Open spaces, wildlife preservation	8/8/2024 9:37 AM
165	The love the great non developed area we live in. Metro continues to invade our small country feel. We don’t need more bullying that Metro brings to the table.	8/8/2024 8:49 AM
166	Out beautiful trees and open spaces without city sprawl and tight housing	8/8/2024 7:14 AM
167	Trees, farms, natural beauty, clean air, TRAFFIC CONTROL	8/7/2024 11:21 PM
168	Access to green spaces, forests, natural areas	8/7/2024 8:39 PM
169	Farmlands, open spaces, parks	8/7/2024 8:21 PM
170	trees, nature, farms, agriculture, clean air, no pollution, protect environment	8/7/2024 7:57 PM
171	affordable housing, jobs, community safety, people of color in charge of decisions	8/7/2024 4:34 PM
172	Homes less than 500k with yards greater than 5,000 square feet. I like to garden, but I am not wealthy.	8/3/2024 8:26 PM
173	Strip clubs, porn theaters, a verity of convenience stores	8/3/2024 3:14 PM
174	The rights of farmers & their families, farmland, native plants & trees & wildlife including the protected nesting areas, hunting grounds & migratory routes including aerially. Once forest, farm rural land is paved it can never be restored. There's plenty of opportunities to convert un-used, partially or under-used land, buildings, homes within the UGB to better, more efficiently & effectively house people to be close to jobs, social services & stores & medical services without permanently destroying, compromising & polluting protected, finite and rich 'world class' soil, land or water. Also, with being resourceful, creative & utilizing recently passed regulation, it's possible to prevent the destruction of protected wildlife, native plants & essential tree canopies & conserve the history, beauty, rich soil, farmland, nature & topography of Oregon.	8/3/2024 12:50 PM

175	Natural areas, specifically varied wetlands.	8/2/2024 11:42 PM
176	Existing areas of non-residential community spaces, e.g. restaurants, shops, meeting spaces, gardens, etc., that are a reasonable walking/biking distance from homes	8/2/2024 3:13 PM
177	Parks and trails for the community	8/1/2024 12:31 PM
178	Farm land	7/31/2024 11:31 AM
179	Bigger natural landmarks such as lakes, river beds, and heavily, dense, forested areas far outside the current developments	7/31/2024 8:37 AM
180	Continued preservation of natural spaces such as Metro has been doing.	7/30/2024 7:44 PM
181	nature, forests	7/30/2024 2:53 PM
182	The livability of the area. Which would not include expanding the area without an adequate transportation system. Travel times on I-5 and 99W that include Sherwood have almost doubled in the last 20 years.	7/30/2024 8:55 AM
183	It is sad to see all the apartment buildings being constructed with little or no greenspace planned into the designs. People living in apartments need nature too!	7/30/2024 8:22 AM
184	character in neighborhoods and diverse housing options	7/30/2024 7:14 AM
185	Accessible commercial and residential spaces for people with mobility issues. Affordable housing. More public trash cans. More parking.	7/29/2024 11:37 PM
186	Areas con naturaleza,transportación pública.	7/29/2024 7:21 PM
187	Access to natural areas, close to the city. Green space amidst population growth.	7/29/2024 11:48 AM
188	Stafford Area- A regional Climate Action Plan should be developed. Area is surrounded by 4 of the top 5 greenhouse gas emitters in the region. Stafford is the "ONLY" open space area that would be a GREAT carbon sequestration sink. Council are on board with this.	7/29/2024 9:35 AM
189	green spaces, old growth trees, wildlife habitat, peaceful surroundings	7/29/2024 7:48 AM
190	NO SPRAWL, MORE DENSITY	7/28/2024 12:50 PM
191	Rural areas outside the urban growth boundary. Walkable/bikable neighborhoods within the urban area.	7/28/2024 8:34 AM
192	Natural áreas, forest, farmlands	7/28/2024 8:26 AM
193	I want to be able to leave the metro with a short 20 minute drive. I don't want so much congestion that I cannot leave the city/suburbs in a reasonable amount of time.	7/25/2024 7:17 PM
194	Strong neighborhoods, nice parks for recreation	7/24/2024 5:33 PM
195	Wise planning for growth, taking into consideration needs and protecting farm land and natural resources.	7/24/2024 3:55 PM
196	The opportunity to produce housing as inexpensively as possible to keep housing affordable for all regional residents.	7/24/2024 11:56 AM
197	Our current UGB. Enough sprawl. I left San Diego 16 years ago because sprawl ruined California. Let's not repeat that mistake here.	7/24/2024 7:32 AM
198	Forest/habitat for animals	7/24/2024 12:10 AM
199	Good jobs, all kinds of housing options that are attractive and safe, parks, agriculture and businesses to employ people so that we can manufacture top-notch goods in Oregon.	7/23/2024 9:20 PM
200	Denser development	7/23/2024 8:54 PM
201	Create access to good housing in good neighborhoods. Overall preserving existing neighborhood communities and enabling good communities for the future.	7/23/2024 8:30 PM
202	I want to preserve our region's phenomenally productive farm and forest land, which we have tragically failed to do in the face of exclusionary, detached single family home mandates, particularly though not exclusively in suburban areas.	7/23/2024 6:39 PM

203	Vacant land	7/23/2024 6:19 PM
204	Property rights and value	7/23/2024 3:19 PM
205	The historic human scale neighborhoods left from the old streetcar network, small city blocks, mixed use and multi family housing	7/23/2024 3:14 PM
206	Low traffic around Farm/Agriculture areas, due to animals, crops and machinery.	7/23/2024 2:12 PM
207	agricultural land and nature habitat	7/23/2024 12:06 PM
208	Farmland. We need LOCAL food sources.	7/23/2024 11:17 AM
209	Farmland and rural areas at risk of development	7/23/2024 2:36 AM
210	Environment especially our tree canopy	7/22/2024 3:06 PM
211	I want to see med-high density housing to be prioritized over single family lots	7/22/2024 6:07 AM
212	Natural beauty	7/21/2024 12:16 PM
213	Wildlife habitat	7/21/2024 10:35 AM
214	Green space	7/21/2024 9:49 AM
215	The area is losing residents. There's no reason to extend the growth boundary.	7/21/2024 9:00 AM
216	Urban growth boundaries	7/20/2024 9:12 PM
217	The forests and natural ecosystems	7/20/2024 8:57 PM
218	Our urban growth boundaries should be permanently locked in place. Any growth should occur in existing urbanized land; in other words, densify, densify, densify.	7/20/2024 7:38 PM
219	Public spaces	7/20/2024 10:41 AM
220	I want to continue to see communities that provide great access to natural areas, preferably within a short walk or bike ride for most residents. I think our parks are some of our most valuable resources and they contribute so much to the health of the community.	7/20/2024 9:28 AM
221	Park land and the proximity to natural spaces (farms, forests, etc).	7/20/2024 7:41 AM
222	As much uninhabited natural habitat as possible. Including undeveloped riverfronts and other areas adjacent to waterways. Bring back the wetlands of Portland.	7/20/2024 12:38 AM
223	Natural/green spaces.	7/19/2024 4:15 PM
224	The ability to escape the urban and suburban area in a short distance.	7/19/2024 2:06 PM
225	Washington Park, Forest Park, alongside all of our other parks in Portland.	7/19/2024 12:40 PM
226	Agricultural land should not be re-zoned without the owner paying the net back taxes instead of receiving a windfall.	7/18/2024 9:44 PM
227	Green spaces.	7/18/2024 12:03 PM
228	Farm & forest. No expansion to the UGB.	7/18/2024 10:20 AM
229	Tree canopy, green spaces, floodplains. Tree canopy is the most important.	7/18/2024 6:16 AM
230	Rivers and streams, watersheds, and walking paths that provide access for all	7/17/2024 11:12 PM
231	Green space , fields, undeveloped land!!	7/17/2024 6:04 PM
232	Wetlands, riparian areas, forest tracts	7/17/2024 2:18 PM
233	Our land	7/17/2024 2:00 PM
234	Portland's commitment to creating dense, efficient, and affordable housing where people want to live.	7/17/2024 9:20 AM
235	nature	7/17/2024 1:16 AM
236	Farmland when possible	7/16/2024 11:18 PM

237	Farm and forest areas	7/16/2024 8:46 PM
238	The core downtown businesses and restaurants as well as the neighborhood restaurants and small businesses	7/16/2024 8:44 PM
239	Protect farms, forest, rural areas, quality of life, and our smaller urban footprint	7/16/2024 8:26 PM
240	Green spaces	7/16/2024 6:51 PM
241	Trees and natural spaces	7/16/2024 6:26 PM
242	Natural areas of forest, marshes, and waterways that help absorb lower the intense heat of summer and absorb the extreme rain events we have been experiencing.	7/16/2024 5:52 PM
243	Open spaces, green space.... Just because people want to move here does not mean we need provide it	7/16/2024 12:20 PM
244	Housing Variety and natural resources.	7/16/2024 10:24 AM
245	Police presence/relationships with all community members to keep our city safe	7/16/2024 8:09 AM
246	Parks and Trails	7/16/2024 8:00 AM
247	Low cost homes	7/15/2024 10:34 PM
248	Portland isn't necessarily growing. The growth assumption relies on more in-migration than out-migration, not the case recently. Portland needs to contain and preserve METRO borders. Do not build on more farmland just because it is easy. Re-develop, re-purpose, re-use existing real estate...land and buildings.	7/15/2024 8:39 PM
249	As much forest and wetlands as possible.	7/15/2024 7:50 PM
250	Space for wildlife: safe places for birds, forested areas, wetland, river access, etc. I hate watching wildlife be killed or relocated because we don't leave them space in our communities to live.	7/15/2024 7:17 PM
251	Our small cities and metro to be dissolved	7/15/2024 6:47 PM
252	Portland is a city of neighborhoods - I want that amazing diversity and sense of wonder (one experiences) kept (not preserved - like jam) and CELEBRATED!	7/15/2024 6:41 PM
253	Open spaces, the integrity of old neighborhoods- historic ones in particular, balance of low income to market rate to high end market rate- in other words a balance that includes all demographics, easily walkable and access to shops, schools, work, safety, safe and beautiful public spaces	7/15/2024 5:54 PM
254	Housing affordability and a strong economy	7/15/2024 5:28 PM
255	Habitat and habitat connectivity... keeping the 30 by 30 vision in mind (conserving 30% of the land by 2030)	7/15/2024 5:22 PM
256	Affordable single family housing	7/15/2024 5:19 PM
257	Forest. More TREES!!	7/15/2024 5:12 PM
258	Save the old historic houses	7/15/2024 4:37 PM
259	Safe cities, funded schools, managed traffic flow	7/15/2024 4:03 PM
260	Open spaces, farmland, winery areas, forested areas	7/15/2024 3:31 PM
261	The small town feel of my City (Tigard). I want to preserve the LACK OF homeless camps taking over our streets, parks and public spaces. I want to preserve the conservative values of neighborhoods, family and community vs. ushering in progressive and liberal ideologies.	7/15/2024 3:25 PM
262	Existing oatks	7/15/2024 3:00 PM
263	Our community. I do not want to service homeless in the "greater" area.	7/15/2024 2:52 PM
264	Green space	7/15/2024 2:38 PM
265	balance and faster decision making for UGB expansion	7/15/2024 2:14 PM

266	Old building, architecture and history preserved...	7/15/2024 1:45 PM
267	Existing wild places, farm land and native areas	7/15/2024 1:41 PM
268	DON'T mix farm land with subdivisions…. It's hard enough to farm without traffic making moving equipment harder. And the commuters are so angry at them being on the road….	7/15/2024 1:35 PM
269	Access to parks, forests, trails and biking infrastructure.	7/15/2024 1:17 PM
270	Agricultural land and wilderness. Discourage sprawl and residential that requires automobiles as the primary or only source of access.	7/15/2024 1:12 PM
271	Clean up Portland before spreading outwards to further communities!	7/15/2024 1:11 PM
272	Access to nature, clear difference between urban and nonurban.	7/15/2024 12:58 PM
273	Farm land.	7/15/2024 12:47 PM
274	Forests and farms	7/15/2024 12:44 PM
275	Forests and nature areas to protect animals	7/15/2024 12:41 PM
276	The ability to get outside the city boundaries within a short amount of time. Keep the boundary where it is and preserve the surrounding farmland and wide open spaces.	7/15/2024 12:40 PM
277	Habitat connectivity and opportunities for people to connect to nature close to where they live.	7/15/2024 10:53 AM
278	Urban growth boundary (PLEASE PREVENT SPRAWL!), parks, natural areas, bike paths	7/15/2024 10:35 AM
279	Vibrant, dense urban neighbors, along with green spaces.	7/15/2024 9:56 AM
280	Green space in the form of parks inside the UGB.	7/15/2024 7:25 AM
281	Trees and parks	7/15/2024 6:59 AM
282	Parks, greenspace, forests.	7/15/2024 6:34 AM
283	Middle income housing. Don't expand the boundary for McMansions.	7/15/2024 6:07 AM
284	Vulnerable ecosystems and natural areas.	7/15/2024 12:26 AM
285	Nature, local communities, and parks.	7/14/2024 9:17 PM
286	I want to ensure existing small businesses and minority-run businesses are preserved. I want minority neighborhoods to be preserved and not gentrified or torn down. I want to preserve nature and existing waterways.	7/14/2024 9:11 PM
287	Land. Farm fields. Country. Acres	7/14/2024 7:33 PM
288	Our natural and agricultural land outside city boundaries.	7/14/2024 6:14 PM
289	Green spaces for all	7/14/2024 5:37 PM
290	Water and land	7/14/2024 5:29 PM
291	Community	7/14/2024 5:15 PM
292	Greenways along waterways and ridgelines. Nature parks at major high points. High value agricultural land in WashCo and ClackCo.	7/14/2024 3:55 PM
293	Rural communities and farming communities.	7/14/2024 3:35 PM
294	Less growth, more green space and trees	7/14/2024 3:25 PM
295	I would like to see greenspaces preserved. I want my children to continue to see wetlands and the plentiful creatures that live there. I'd like to see the beauty of our area maintained.	7/14/2024 2:16 PM
296	Green areas, envrionment protected, private forests protected and waterways protected.	7/14/2024 1:53 PM
297	Forests and farmlands.	7/14/2024 12:58 PM
298	Green space.	7/14/2024 12:44 PM
299	Farm lands and agriculture	7/14/2024 12:12 PM

300	I would like to see our growth boundary remain the same, as the region has plenty of land that already sits empty, or ripe for redevelopment.	7/14/2024 11:25 AM
301	Farmland, rural areas, trees I want to keep these small communities small.	7/14/2024 11:24 AM
302	Our small community size of sherwood	7/14/2024 11:19 AM
303	Sherwood as a smaller town.	7/14/2024 11:16 AM
304	Land	7/14/2024 10:48 AM
305	Agriculture and farm land	7/14/2024 10:28 AM
306	Small towns stay small towns. Water in the hills is already becoming scarce.	7/14/2024 10:25 AM
307	Green space, farming communities, small towns	7/14/2024 10:13 AM
308	Farmland, agriculture and green spaces	7/14/2024 10:03 AM
309	Farms.	7/14/2024 9:43 AM
310	Wetland, existing forest, prairie, agriculture.	7/14/2024 9:25 AM
311	Not allowing transients and pan handlers in our nice city. Less small cheap housing.	7/14/2024 8:43 AM
312	Safe and pleasant biking and walking in all neighborhoods. Opportunities for neighbors to be together outside.	7/14/2024 8:17 AM
313	Stop the sprawl. Look to Los Angeles to see the negative affects. There needs to be balance.	7/14/2024 8:06 AM
314	Increase density while preserving existing greenspace	7/14/2024 12:07 AM
315	Green space, forest lands, infrastructure in existing neighborhoods.	7/13/2024 10:53 AM
316	Diversity in architecture, close attention to public transportation development	7/12/2024 11:40 PM
317	I love that Portland has beautiful nature very close to the metro area limits. It's always heartbreaking to see nature torn down and continue urban sprawl. I saw this first hand in Tigard near Roy Rogers and scholls ferry. I also really like how the Portland area doesn't feel like it has crazy urban sprawl and that you can get through the city quickly. Other cities with large urban sprawl that come to mind are phoenix, Denver, and LA. I don't want Portland to be anything like those cities.	7/12/2024 8:13 PM
318	Access to natural areas.	7/12/2024 7:47 PM
319	Transit access, bike lanes, sidewalks, neighborhood density, mixed use zoning	7/12/2024 6:10 PM
320	farmland	7/12/2024 5:31 PM
321	As a working commuter from Sherwood to Portland - there is nothing of value to preserve.	7/12/2024 1:10 PM
322	Population density and shared public spaces	7/12/2024 12:14 PM
323	Preserve park spaces, natural ecosystems, walkability/access to public transport.	7/12/2024 7:47 AM
324	Access and proximity to nature, metro in places and Sherwood itself especially have done well at incorporating/mixing natural area into its development, this should not falter and maybe even should improve and expand some.	7/12/2024 7:15 AM
325	Green spaces and parks, nature trails / natural areas, low-height buildings.	7/12/2024 7:12 AM
326	Wildlife corridors and community spaces.	7/12/2024 12:22 AM
327	Nature! Please keep the city from expanding even more in unsustainable ways.	7/11/2024 11:52 PM
328	Nature. Expanding the urban growth boundary negates needed commitments to mitigate climate change and stop ecosystem destruction. Leave land untouched, humans are not the only creatures entitled to the Earth and this land in particular.	7/11/2024 10:31 PM
329	Our green spaces. The thing that makes this place desirable (and livable as the climate warms) is our older growth wild spaces. Single family homes are not needed as much as shared green spaces.	7/11/2024 6:57 PM
330	The trees, farmland, natural areas, and historic pre-WW2 elements of our built environment	7/11/2024 6:12 PM

	that remain.	
331	Farmland and natural areas.	7/11/2024 4:27 PM
332	The semi-rural aspect of life on the outskirts of the UGB.	7/11/2024 10:33 AM
333	Forests, rural areas, non developed land outside the urban boundary	7/10/2024 10:14 PM
334	Agriculture land	7/10/2024 9:51 PM
335	Single Family Housing with a yard	7/10/2024 8:30 PM
336	Abundant close natural areas. Stewardship of those areas.	7/10/2024 5:14 PM
337	Natural areas and green spaces. Valuable historic buildings and community buildings.	7/10/2024 12:08 PM
338	The beauty and tranquility of the countryside of west Sherwood needs to be preserved. We don’t need any more subdivisions nor apartments out here.	7/9/2024 9:48 PM
339	The ability of local governments to be able to make decisions in their own cities best interest. Free of regional and state government interference. There are plenty of general guidelines in place.	7/9/2024 3:43 PM
340	individual livability, nature, neighborhoods, small businesses, small scale schools and other public facilities, good jobs, happy people and families,	7/9/2024 3:15 PM

Q2 What changes would you like to see as greater Portland continues to grow?

Answered: 340 Skipped: 25

#	RESPONSES	DATE
1	Infrastructure to support the insane influx of people. Traffic is horrific, the building is out of control, and people who have lived here longer than 20 years cannot afford to live here any longer. PDX is no longer amenable to folks, do something about the homeless issue and put checks in place on overdevelopment without infrastructure development.	8/23/2024 10:06 AM
2	More affordable housing	8/22/2024 9:51 PM
3	Less attention to Metro and more attention to individuals	8/22/2024 9:44 PM
4	I'd like to see more affordable housing options integrated into all neighborhoods, better access to public transportation, and the creation of inclusive community spaces that reflect and support the diversity of the Portland metro area.	8/22/2024 9:42 PM
5	Lower density housing w/larger lots	8/22/2024 9:38 PM
6	Growth for the people, not for the developers	8/22/2024 7:24 PM
7	More awareness and protection of our green spaces. The way to do this is NOT by these large swaths of land covered by cookie cutter housing with no yards or trees. So much of our agricultural land has already been covered with these. It needs to stop!	8/22/2024 6:57 PM
8	Less new houses and empty business buildings	8/22/2024 6:51 PM
9	Greater density, more mass transit	8/22/2024 6:46 PM
10	Road improvements	8/22/2024 6:44 PM
11	Stop the sprawl. Start building up not out. Use the land and vacant buildings already in existence! Less property taxes!!!	8/22/2024 6:29 PM
12	Less industrial. Warehouses continue to be built even though there is a plethora of empty warehouse space. The existing warehouse space should be utilized prior to any further construction, or permits for that matter, proceed.	8/22/2024 6:28 PM
13	Allow our region to be nimbler in addressing current and future housing and employment needs.	8/22/2024 6:06 PM
14	Revitalize urban areas that are abandoned and deteriorating areas.	8/22/2024 4:57 PM
15	Family Housing next to and adjoining parks and wetland areas.	8/22/2024 4:38 PM
16	Greater consideration of door to door transportation needs.	8/22/2024 1:13 PM
17	Implementation of plans to handle increased traffic that comes with development.	8/22/2024 11:42 AM
18	More infill housing in high opportunity areas so that Portlanders aren't priced out to the edges of the city. More investment in public and active transit infrastructure.	8/22/2024 11:39 AM
19	Not burdening the existing property owners with the infrastructure improvements and additional schools needed for those that don't even live here (yet).	8/22/2024 10:11 AM
20	Greater density and infill, especially such that it creates mixed-income buildings and communities	8/22/2024 10:08 AM
21	I would like to see underutilized or unused land and buildings be repurposed vs. continued sprawl into the countryside.	8/22/2024 2:52 AM
22	Smart density that positively impacts social predictors of health and safety	8/21/2024 11:09 PM
23	There should be better thought out investment in our transportation network. Prioritize auto traffic with high capacity, attractiveness, and generous amounts of off street bike routes. Pay	8/21/2024 10:52 PM

	attention to existing traffic patterns and work to make them more efficient.	
24	More density, more abundant infill housing, investment in transit so areas like Sherwood are reachable from areas like Gresham.	8/21/2024 10:47 PM
25	Homelessness and crime crack down	8/21/2024 9:32 PM
26	I would like to see a ton more infill. there are a lot of brownfield opportunities and a lot of neighborhoods that could thicken-up and benefit the existing residents as well as new ones	8/21/2024 8:16 PM
27	I would like to see policies enacted that are mindful, of and protect, the environment.	8/21/2024 6:06 PM
28	More recognition of climate changes needs in planning. We need local resources for food.	8/21/2024 5:50 PM
29	Higher density within the UGB to limit the cities impact on the environment and increase the city’s tax revenue per acre.	8/21/2024 4:55 PM
30	More affordable housing.	8/21/2024 4:22 PM
31	I would prefer growth happen through infill and greater density than the sprawling developments currently threatening our ag ground and green spaces.	8/21/2024 3:40 PM
32	More focus on reducing traffic that is not just adding public transit or tolls. With so much high-density development going in, it's becoming worse and worse everyday. Figure out and invest in roadways that make sense instead of just assuming people will take public transit. Or actually make our light rail more useable/high-speed...it takes 45 min to go from Beaverton transit center to PGE park. If we actually had express rail, I think more professionals and commuters would consider railway.	8/21/2024 2:58 PM
33	Increased density, transit, walking and biking infrastructure. "Baseline analysis conducted for this Urban Growth Report reveals that there is likely room to accommodate most, if not all, of the region’s existing and future housing needs inside the existing UGB for the next 20 years. "	8/21/2024 2:35 PM
34	Transportation options that efficiently use current and practical evolving modes of transportation. As an example, I do not want to see another bridge project (such as the Tillicum Crossing) that, through social engineering, only provides for a very small percentage of the population.	8/21/2024 10:54 AM
35	Road and traffic improvements.	8/21/2024 8:33 AM
36	Less government	8/21/2024 7:10 AM
37	Roads that are designed to alleviate congestion. Sherwood is small town but I sit in traffic a lot. There should be a traffic light at Chapman Rd and Hwy 99.	8/20/2024 11:35 PM
38	Redeveloping existing underutilized urban areas.	8/20/2024 7:43 PM
39	More safety. Traffic ease. High paying jobs so people here don't need to travel so far to work.	8/20/2024 6:24 PM
40	I would like to see revitalization of already developed areas.	8/20/2024 6:21 PM
41	I would like to see more critical thought in regards to expanding the UGB.	8/20/2024 6:19 PM
42	Less industrial near neighborhoods	8/20/2024 5:00 PM
43	better use of land already within the existing urban growth areas	8/20/2024 4:55 PM
44	Traffic congestion considered more intensly when developing neighborhoods	8/20/2024 4:53 PM
45	Urban growth expansion	8/20/2024 4:49 PM
46	thoughtful expansion rather than what is happening in Sherwood. The Sherwood proposal is way too large for a city of this size and encroaches on native habitats and pristine farmlands.	8/20/2024 4:48 PM
47	Is it truly growing or are we just following the money?	8/20/2024 4:25 PM
48	Smaller pockets of houses instead of mass acres of land covered with housing	8/20/2024 4:20 PM
49	Restoration of life in Portland's downtown core, the heart of greater Portland.	8/20/2024 4:18 PM
50	Again, more public comment, too many developers s d city councils looking for a tax base are driving decisions related to the UBB	8/20/2024 4:10 PM

51	Encourage and support business placement in downtown Portland area in order to utilize already existing business areas. Preserve rural areas and Oregon farming families.	8/20/2024 4:03 PM
52	Keep industrial in industrial areas and residential in residential areas, and do not invade the agricultural reserves	8/20/2024 3:52 PM
53	adequate roads, more dense housing, affordable housing	8/20/2024 3:52 PM
54	More infill and creative uses of office buildings and abandoned warehouses	8/20/2024 3:46 PM
55	Increased public transportation	8/20/2024 3:46 PM
56	housing to be more affordable, transportation system that works	8/20/2024 3:31 PM
57	Better review, consideration and preservation of agricultural land in the metro area for growth. The building and growth has not kept pace with our current resources, infrastructure and good land use management and planning.	8/20/2024 2:53 PM
58	Dedicated transportation corridors to expedite commerce, e.g., Tualatin Sherwood Rd. should have limited intersections and bypass Tualatin	8/20/2024 2:01 PM
59	focus on preservation of agricultural lands	8/20/2024 1:47 PM
60	Affordable housing, green spaces	8/20/2024 10:54 AM
61	Better planning (including securing funding and complete transparency about costs to the tax payers) for traffic changes BEFORE developments are allowed	8/20/2024 9:44 AM
62	Better investments in rail passenger transit and a long-term regional passenger rail plan so that new developments can include TOD. The region's investment in passenger rail has stalled.	8/19/2024 6:09 PM
63	Better infrastructure and condensed housing within already developed community areas	8/19/2024 12:45 PM
64	Increased urbanization, density, and density within non-Portland downtowns especially.	8/19/2024 12:05 PM
65	More dense housing, less car-centric developments	8/18/2024 11:22 PM
66	Denser housing and more public transit	8/18/2024 10:17 PM
67	Build up, not out. Nobody is asking for Sherwood West. It’s unnecessary sprawl that will compound the existing transportation issues of the Southwest Corridor.	8/18/2024 9:24 PM
68	Increase density within 1 mile around our frequent bus services and super dense high rises adjacent to our MAX stops. We need to build more inside the UGB.	8/18/2024 8:37 PM
69	Greater density of housing and amenities	8/18/2024 8:30 PM
70	Slow down the growth, get the traffic under control. From Sherwood it used to take me 50 minutes to the airport, now almost 2 hours. They need to fix the roads before adding more houses	8/18/2024 7:01 PM
71	Greater density and better transit connections through the Portland metro area. Interesting walkable neighborhoods that develop culture and community.	8/18/2024 5:10 PM
72	Densification of the city and its surrounded suburbs. If we want to retain the livability of the region by getting people to use alternate forms of transportation we need to continue to enforce the UGB	8/18/2024 3:42 PM
73	Better highways and main roads	8/18/2024 3:25 PM
74	Less urban sprawl, more density	8/18/2024 2:37 PM
75	More infill housing, fewer cars, more trains, buses, and protected bike lanes with bollards.	8/18/2024 2:25 PM
76	Better high capacity transit, density, less spawl. Municipalities should backfill, densify, and remove parking lots before being granted more land to sprawl out.	8/18/2024 2:25 PM
77	More density along transit corridors	8/18/2024 1:35 PM
78	Improved public transportation. Use existing land already inside UGB.	8/18/2024 1:21 PM
79	Stop trying to make everything part of Portland. Individual communities have their OWN rich history and connections. We are not just Portland's little subsets to absorb and use as needed	8/18/2024 1:20 PM

	by metro.	
80	Denser, smart land use of the existing UGB.	8/18/2024 1:11 PM
81	More density and better transit	8/18/2024 12:49 PM
82	Road expansion first!	8/18/2024 12:29 PM
83	Reducing the massive barriers to infill housing, and an end to frequent UGB expansions for suburban housing.	8/18/2024 11:49 AM
84	Infill, improved land-use, and no further sprawl.	8/18/2024 11:27 AM
85	The existing empty structures being utilized.	8/18/2024 10:00 AM
86	Protect farm land, while also providing more reasonably priced homes. And the infrastructure to support the housing.	8/18/2024 9:40 AM
87	Stop the dense housing if so called affordable housing that is NOT affordable!	8/18/2024 7:48 AM
88	Is Portland really growing?	8/18/2024 7:19 AM
89	Less focus on high density housing and Multifamily apartment living. Focus on using what is not used properly at this time within the boundaries just growth potential and forecasting/opportunity does not require tax payers to accommodate without due diligence to preserve and repurpose the existing land and structures available.	8/18/2024 7:08 AM
90	Fewer large subdivisions with houses stacked on top of each other. Proper roads and sidewalks paid for by developers	8/18/2024 6:28 AM
91	Well thought out and sustainable plans, ways to arrange cities to minimize traffic rather than continuing to expand roads.	8/18/2024 1:08 AM
92	More public transportation	8/17/2024 8:46 PM
93	New housing should be built on a variety of lot sizes rather than only very small lots	8/17/2024 2:48 PM
94	The greatest need that we have in Sherwood, is affordable housing for young families and seniors. We need to get creative in what we build in Sherwood. We do not have the infrastructure to support dense housing except right next to 99. And even then we don't have any transportation hubs. People move to Sherwood to feel like they're in the country a bit.	8/17/2024 9:10 AM
95	Preserve our important farmland and forest- less massive homes, more urban density and the public transport to support it.	8/17/2024 8:27 AM
96	Keeping our small cities small and rural.	8/17/2024 8:02 AM
97	Focus on density, not expansion out. And a priority on affordable housing, not larger single family homes.	8/17/2024 5:18 AM
98	Roads and traffic control	8/16/2024 11:03 PM
99	More space for more single family homes. Prices will go down and more people can live in our beautiful state. Also bigger roads and more infrastructure	8/16/2024 9:55 PM
100	Improve infrastructure such as roads bridges	8/16/2024 9:31 PM
101	I am against adding housing in areas that are already congested. I am also opposed to adding housing in areas currently designated as farmland	8/16/2024 4:23 PM
102	The elimination of urban sprawl and the protection of our natural resource environments	8/16/2024 4:23 PM
103	Portland is not growing. More people have moved out of Portland and Oregon than have moved in over the last couple years.	8/16/2024 11:44 AM
104	keep high density housing near Portland/metro cities downtown areas, better public transportation, less traffic	8/16/2024 7:35 AM
105	Adequate infrastructure planning to accommodate for necessary growth. More willingness from local jurisdictions to work with investors and developers to master-plan communities that allow for greater (& smarter) population growth.	8/15/2024 1:41 PM
106	Improved infrastructure needs to be established before any expansion in development needs to	8/15/2024 12:15 PM

	take place.	
107	Push Eastward and now Westward	8/14/2024 1:08 PM
108	Urban grown boundaries reduced to a lower rate, use land more efficiently for housing and roads.	8/14/2024 7:01 AM
109	There are plenty of homes and industrial properties without adding more homes and spreading more	8/14/2024 6:25 AM
110	Increased lanes on throughways and highways.	8/14/2024 5:31 AM
111	I would like to see further vertical growth in the current urban boundary as the infrastructure for the surrounding area isn't meant to support the proposed growth.	8/13/2024 10:06 PM
112	More forests, trees planted and LESS ticky tack multifamily housing put in.	8/13/2024 8:58 PM
113	Better handling of traffic congestion and improved caretaking of our nature and our green spaces.	8/13/2024 7:54 PM
114	less traffic	8/13/2024 4:45 PM
115	Use preexisting empty buildings vs clearing areas for new construction	8/13/2024 4:06 PM
116	Slowing down the expansion of large commercial facilities, industrial parks etc., that sit vacant for so long.	8/13/2024 3:46 PM
117	address congestion	8/13/2024 3:29 PM
118	Defund Metro	8/13/2024 1:58 PM
119	Maintain existing roads, less traffic, use abandoned buildings, industrial and commercial to be converted into housing instead of taking away more land.	8/13/2024 12:55 PM
120	Think about what your taking away from the community as you think your just building a community and the reasons people wanted to move to sherwokd to begin with isn't what sherwood is anymore. We used to be a rural close knit community filled with farms and hard working farm families. Those are less and less every year and it's just becoming another suburban area filled with homes and shopping. We've lost what sherwood is all about.	8/12/2024 6:13 PM
121	A road system developed to meetnot automobile traffic demands and less compromised for biking.	8/12/2024 5:29 PM
122	more mixed use developments so that people can enjoy amenities like shopping and restaurants right outside their front door	8/12/2024 4:56 PM
123	A new Max line along Sunset Hwy west from transit center to Banks	8/12/2024 4:44 PM
124	Less people less traffic, tougher on crime.	8/12/2024 10:01 AM
125	I want to see less growth, less homeless, and more crack down on crime. This would help clean up Portland and get it back to its natural beauty!	8/12/2024 7:23 AM
126	Encourage bike and walkable neighborhoods. Lessen car use. Density not sprawl. I think Orenco is a good model with green neighborhood spaces. Porches that face on another. Cars behind the houses to promote community.	8/11/2024 10:45 PM
127	THOUGHTFUL development with appropriate infrastructure… no more low cost developments of poor quality buildings that still fail to provide truly affordable housing. Build to meet the population's demands, not to put money in the pockets of developers	8/11/2024 8:32 PM
128	LESS HOMELESS, LESS CRIME, just non of that. Ya no mas indigentes peligrosos, ni crímenes. Menos fourplex. Mas edificios de 10 pisos con ZONA VERDE Y ÁRBOLES.	8/11/2024 2:32 PM
129	Less density. Better traffic planning. Major arteries in Sherwood now are overloaded with cars	8/11/2024 10:27 AM
130	As a lifelong Oregonian, I have generally been in favor of land use planning. I believe, however, at times the process has been too restrictive. For example, the report acknowledges that there is a lack of appropriate industrial land, even though the available land is within projected needs. Leaning towards the high side of projections could also more than offset demand, thereby helping with affordability.	8/11/2024 8:18 AM

131	More housing and more land available for more single family housing.	8/10/2024 11:46 AM
132	More green and open spaces	8/10/2024 10:36 AM
133	More open space and preservation of agricultural and forest land.	8/10/2024 9:58 AM
134	Sensible development	8/10/2024 7:37 AM
135	More safe parks and recreation opportunities. Affordable housing to OWN, not rent.	8/9/2024 11:15 PM
136	Less density	8/9/2024 6:07 PM
137	Allow more parking	8/9/2024 5:50 PM
138	Much has been said about the need for more housing such as multiple dwelling units where high density can be capitalized. There needs to be a balance between more housing, preservation of existing rural land uses and lifestyles. The question is how much more housing is actually needed with its impact on roads, public service infrastructure such utilities, water, sewage, etc coupled with the total financial resources that will be passed on to the taxpayers.	8/9/2024 11:13 AM
139	Less density in housing development.	8/9/2024 9:51 AM
140	Stop expanding and use what you already have. This includes proper planning so we are not stuck with traffic in 5-10 years, farmland reserves.	8/9/2024 9:32 AM
141	More high density, affordable living spaces with the existing urban growth boundary.	8/9/2024 6:58 AM
142	Less people moving here	8/8/2024 9:04 PM
143	Keeping nature	8/8/2024 8:18 PM
144	Greater Portland should not grow until Portland is cleaned up and managed properly.	8/8/2024 7:45 PM
145	Fill in. Focus on Multifamily. You'll have more than you need as BBs downsize or die.	8/8/2024 7:45 PM
146	To start and continue rejuvenating the downtown or existing empty buildings	8/8/2024 7:28 PM
147	Less new housing	8/8/2024 7:19 PM
148	More density, less sprawl	8/8/2024 7:05 PM
149	Stop spreading into agricultural/forested lands	8/8/2024 6:28 PM
150	Keep land as is no more commercial growth	8/8/2024 6:24 PM
151	More freedom with offers by the constitution. More police, fewer taxes and voting in person with a government photo document.	8/8/2024 5:38 PM
152	improve the roads before development occurs	8/8/2024 3:43 PM
153	I would like to see people buy homes and not hedge funds. We don’t need more new construction homes, we need to promote homeownership and upkeep in already established communities	8/8/2024 1:58 PM
154	Transportation connectivity prioritized to help mitigate congestion on arterial roadways.	8/8/2024 1:04 PM
155	less homeless camping on public and private land.	8/8/2024 12:02 PM
156	Better roads	8/8/2024 11:42 AM
157	Better road conditions, and not much more than that. Sick of the high rise homes, and the SAME stores/eateries in every strip mall. But that is our of your control.	8/8/2024 11:42 AM
158	We need to make it legal to thicken up our existing neighborhoods in an incremental and productive way rather than bankrupting our communities on unsustainable growth patterns that we can't maintain.	8/8/2024 11:25 AM
159	Repurpose buildings in Portland & other areas	8/8/2024 11:04 AM
160	Not to add more land around Sherwood	8/8/2024 10:47 AM
161	Stop adding more homes to cities where the traffic is already a nightmare, like Wilsonville	8/8/2024 10:12 AM
162	Expand freeway lanes	8/8/2024 9:54 AM

163	More consideration to how the growth effects our rural communities and small family farms that feed our community	8/8/2024 9:42 AM
164	Really thinking through the big picture. Not pressured by builders for $$. Infrastructure, road improvements for capacity, sidewalks, parks, natural areas. Not all filled in	8/8/2024 9:37 AM
165	Fix Portland and all their issues by helping rebuild and develop more businesses. Sherwood doesn't need Metro because we have grown more than what is acceptable and Metro needs to stay out of our part of the world.	8/8/2024 8:49 AM
166	That's some video officials. Don't make it all about getting more tax money and leave some of the spaces as they are.	8/8/2024 7:14 AM
167	Maintaining Oregon's natural beauty by NOT having tons of concrete and strip malls.	8/7/2024 11:21 PM
168	Increase urban density. Build/create more housing connected to transportation.	8/7/2024 8:39 PM
169	greater use of land currently available within UGB (example infill current space vs expansion)	8/7/2024 8:21 PM
170	less traffic, preservation of UGB, improvement of downtown portland the way it was before 2020	8/7/2024 7:57 PM
171	More leadership by people of color, in elected and also executive leadership at Metro	8/7/2024 4:34 PM
172	More efficient use of land close to job centers. I'm surprised there is still farmland inside of I-205. Also, I would like to see a bridge over the Willamette between Oregon City and Wilsonville, and a bridge over the Columbia east of I 205. Nice job with the new recreation area Chahalem Ridge.	8/3/2024 8:26 PM
173	Less homeless, legalized prostitution, bike lanes everywhere	8/3/2024 3:14 PM
174	Cited above...more housing within UGB; build up/onto current buildings, golf courses, unused land, homes, convert hotels/motels, revitalize areas inside the city, promote ADUs, offer incentives etc.	8/3/2024 12:50 PM
175	Better transportation system, specifically an I-5 to OR 99W connector between Wilsonville (or just north of), and to the south of Sherwood. Preferably an expressway.	8/2/2024 11:42 PM
176	Less car-dependent development. More new gas stations and charging stations. More small neighborhood markets. Building that is not just residential homes. The more new homes, the more new amenities needed to go with them. Otherwise it creates traffic and time bottlenecks.	8/2/2024 3:13 PM
177	A west side highway should be built, mirroring 205. Too much traffic burden is put on 217 and roads like Roy Rogers	8/2/2024 12:30 PM
178	I would like to see the ability for more PUD subdivisions, a break up of housing within a subdivision. Rather than throwing all townhomes in an area it would be nice to allow for open space, different product types, and community areas.	8/1/2024 12:31 PM
179	Use of more brownfields and infill. Replace single story multi family homes with multi story homes	7/31/2024 11:31 AM
180	Bigger tax lots. No one wants to live in a match box. I would pay MUCH higher purchase prices to have a quality property.	7/31/2024 8:37 AM
181	"Middle housing", which allows more housing within defined spaces in the city as well as in the suburban areas. Include some green areas for multiple unit buildings, e.g. courtyards.	7/30/2024 7:44 PM
182	more preservation of nature and fish and wildlife habitat	7/30/2024 2:53 PM
183	Really plan for future growth. Especially guaranteeing there is adequate infrastructure to support the past, currnet, and future growth.	7/30/2024 8:55 AM
184	Improved street designs clearing the hazards of parked cars and narrow lanes.	7/30/2024 8:22 AM
185	Less focus on density. More focus on asthetics/attractive neighborhoods	7/30/2024 7:14 AM
186	More parking in commercial areas and in new buildings. Accessible commercial and residential spaces for people with mobility issues. Reduced developer, landlord and realtor greed - so housing costs can become affordable.	7/29/2024 11:37 PM
187	Actividades familiares,viviendas para personas mayores de 55 y retirados.	7/29/2024 7:21 PM

188	More housing in old industrial areas like Portland's Central Eastside. Preserving old homes and green space. Increased density in suburban areas as well as in the city instead of development on farmland and forests.	7/29/2024 11:48 AM
189	Build Up not Out!	7/29/2024 9:35 AM
190	Investment in infrastructure like roads, bikeways, transit. There needs to be a plan to move the people around the area. How do people get from Sherwood to downtown without adding to gridlock? I would also like to see fewer corporations owning properties and renting, than affordable properties for entry level home buyers.	7/29/2024 7:48 AM
191	no sprawl more density and walkabity. abolish highways, improve public transport	7/28/2024 12:50 PM
192	More walkable/bikable neighborhoods. Less new suburban sprawl.	7/28/2024 8:34 AM
193	Denser housing options, infill development, and transit-oriented housing.	7/28/2024 8:26 AM
194	Vertical growth. More condos in dense areas. And add one or two new dense city center type location. Maybe one east and one west.	7/25/2024 7:17 PM
195	Less crime, better transportation systems, fewer homeless	7/24/2024 5:33 PM
196	See above	7/24/2024 3:55 PM
197	Additional expansion of the UGB to keep overall costs low for development while providing opportunities to access public transit and provide workforce housing for major employers and employment hubs.	7/24/2024 11:56 AM
198	Make it easier for developers to build dense mixed use in areas already within the UGB. If that means tax incentives for five story condos, or repealing parking minimums for new builds, or making the bureaucratic cost of applying for redevelopment/remodeling of office/commercial into residential, do it!	7/24/2024 7:32 AM
199	More space for affordable housing	7/24/2024 12:10 AM
200	Easing traffic quagmires and building more sustainably. Safer communities. Walking paths and farmer's markets. Manufacturing jobs and training programs for future employees.	7/23/2024 9:20 PM
201	Denser Development	7/23/2024 8:54 PM
202	Allowing more single family and multi family housing that creates quality neighborhoods and communities.	7/23/2024 8:30 PM
203	Increase density, like A LOT. The best things about cities are only really possible when adequate desnities are achieved. Even issues such as public safety can be addressed by having more people around. Portland is nowhere near the density levels needed to support the kind of sustainable urban form that most of us actually desire. Walkable neighborhoods require lots of people walking to places like grocery stores to support them. Transit only makes sense for occasional users (e.g., those of us that work from home) if service is frequent enough and reliable enough that we don't have to spend a lot of time figuring out when the next bus will arrive. Those things require density.	7/23/2024 6:39 PM
204	Redevelop and repurpose current real estate	7/23/2024 6:19 PM
205	Enforcement of current immigration laws, support for property rights of current landowners and value esp for senior citizens	7/23/2024 3:19 PM
206	A major reduction in single family housing and expansion of car dependent suburbs, a focus on walkable neighborhoods with character and dense multi unit housing projects, transit and bike oriented design, infill of the vacant parking lots across east portland	7/23/2024 3:14 PM
207	For development kept closer to city centers and leave space for areas of land and farms in tact.	7/23/2024 2:12 PM
208	higher density in current Urban areas	7/23/2024 12:06 PM
209	No expansion permitted unless accompanied by concurrent expansion of public transportation.	7/23/2024 11:17 AM
210	Increased density, better transit	7/23/2024 2:36 AM
211	That the city and state government follow environmental code and NROd as significant as	7/22/2024 3:06 PM

	addressing affordable housing. I would like the state to start doing conservation efforts to prevent forest fires before they adding more infill, especially in rural areas	
212	More passenger rail & LRT	7/22/2024 6:07 AM
213	Protection of natural and farm land	7/21/2024 12:16 PM
214	More dense affordable housing with public transportation, work space with shopping hubs	7/21/2024 10:35 AM
215	Access to rapid transit in all corners of the metro. Buses are not rapid transit unless they are given priority and actually go faster than traffic.	7/21/2024 9:49 AM
216	The area is losing residents. There's no reason to extend the growth boundary.	7/21/2024 9:00 AM
217	More density	7/20/2024 9:12 PM
218	Less ugliness and more nature	7/20/2024 8:57 PM
219	Better public transit. We must expand the MAX into the SW metro on a common-sense alignment, not the poorly planned alignment that was proposed before. We must expand streetcar service all over Portland proper. Examples for the streetcar would be down into Lake Oswego, down Sandy Blvd., north up MLK Blvd. to Lombard St., from the MAX west down Lombard all the way to St Johns, down 82nd Ave., down 122nd Ave, and much more. Other corridors need bus rapid transit. Incentivize density of housing along all transit corridors and even deep into underserved neighborhoods. We have a terrible housing shortage and density is needed.	7/20/2024 7:38 PM
220	Not fall into the "cookie cutter" trap. Make sure public transit keeps up with growth AND make sure cars aren't excluded. Parking is needed. Mass transit doesn't work for all.	7/20/2024 10:41 AM
221	I would like to see a stronger move towards mixed-use, walkable, transit-oriented communities. I think the suburbs are really lacking in this regard due to historical planning trends, but we are seeing some changes in the right direction. I think we should embrace "Vision Zero" planning, with separated bike paths, human-scaled streets, and traffic calming measures. I would love it if my kids could walk to school someday. I would love to see every neighborhood have a grocery store within a short, safe bike ride. I would love to see more starter homes that are affordable, such as townhomes and row houses, close to amenities. Bonus points if some townhome plans have a bedroom/kitchen on the first floor for aging family members.	7/20/2024 9:28 AM
222	More dense neighborhoods with increased public transit options.	7/20/2024 7:41 AM
223	Bring back the wetlands of Portland! Wetland parks everywhere! MORE DENSITY, LESS DESTRUCTION. Build townhomes! Build small apartment blocks! Build corner stores and apartments above retail!	7/20/2024 12:38 AM
224	Before we look at expanding into the urban reserve, I'd like to see local government take better care of existing areas where there are economic and racial disparities. If we can't even properly manage what we have, why add more?	7/19/2024 4:15 PM
225	We don't need to make new developments car dependent. Build new developments with biking walking and transit first	7/19/2024 2:12 PM
226	More walkable and bikable development. Encourage density and preserve the rural landscape within a short distance to Portland. Re-ruralizing landscapes is almost completely impractical, we should preserve what we have while making our cities more livable.	7/19/2024 2:06 PM
227	More development and land use planning towards dense housing centered around walkable neighborhoods and transit oriented travel. We should not be building the most inefficient form of housing that is continuously built (single family homes) in areas where a car is necessary to survive. Walkable, dense neighborhoods is vital towards creating a more sustainable future.	7/19/2024 12:40 PM
228	More enforcement of developers not following the law, including seizing property through eminent domain if they fail or refuse to produce enough affordable housing units.	7/18/2024 9:44 PM
229	More public transportation.	7/18/2024 12:03 PM
230	We have plenty of land available for development. Until literally the entire metro is covered with 3-story buildings, there should be no UGB expansions. Along these lines, we need to continue improving public transit focusing primarily on what will attract more ridership.	7/18/2024 10:20 AM
231	More emphasis on public transit for those in the outlying areas. Trimet is not keeping up with	7/18/2024 6:16 AM

	the growth, and some of the outlying areas not accessed by a Max line have more difficulties in getting where we need to go.	
232	Greater distribution of high rise residential apartment buildings outside of the downtown core area, especially in Southwest. A MAX line spur from the current Washington Park station heading south, with stops for Council Crest, Hillsdale/Wells HS, Burlingame, Multnomah Village, Capitol HWY at 99W, Jackson MS, PCC Sylvania, Gabriel Park, Six Corners/Raleigh Hills,	7/17/2024 11:12 PM
233	STOP 🛑 Oregon infrastructure is the WORST I have seen. Traffic in rural areas will become disastrous with population growth!	7/17/2024 6:04 PM
234	Less roads and parking lots, more transit and fewer vehicle Miles traveled, more middle housing and mid-rise buildings. Daylighting buried streams, better fish and other animal friendly crossings. No data centers. No single story commercial and industrial buildings.	7/17/2024 2:18 PM
235	Stop building over our greenland. Land conservation.	7/17/2024 2:00 PM
236	More mixed used areas with less signle family housing.	7/17/2024 9:20 AM
237	build up and not out, and reduce parking footprint	7/17/2024 1:16 AM
238	More housing options, density, a mixture of all housing types — not just single family homes.	7/16/2024 11:18 PM
239	Stop growing out and think of growing up! Cities should be dense and walkable. Growth does not mean just go out. Look at European cities as an example. They have been around some for thousands of years without continuing to just expand out. Utilize the space they currently occupy.	7/16/2024 8:46 PM
240	A little more room for smart growth neighborhoods with row homes, townhomes, and small lot homes. The neighborhood should mainly be served by a park and neighborhood retail, grocery, and restaurants. Walkable is very important	7/16/2024 8:44 PM
241	More density; increased infill; redevelopment of underutilized land; demolition of older buildings to make way for newer, larger, and denser buildings; improved transit to serve the increasing population and density	7/16/2024 8:26 PM
242	Higher density housing options, more walkable neighborhoods, better sidewalks	7/16/2024 6:51 PM
243	Stop high density development that takes out all trees and natural area. Plan for roads, our roads already can’t support the population we have. Metro to have parks that allow dogs and not horses.	7/16/2024 6:26 PM
244	More density and mixed uses in every city core to create its own unique identity whole creating more walkability. This would also contribute to the ease of cycling and the viability of public transit projects, even in smaller cities. Mixed use, dense city cores would also create a tax surplus for local governments and metro to use for maintaining or expanding services.	7/16/2024 5:52 PM
245	Less high density housing that makes traffic worse since know one focuses on the impacts it causes on roads	7/16/2024 12:20 PM
246	More complete street systems. Transit expansions.	7/16/2024 10:24 AM
247	I would like to see greater opportunities for affordable housing and proximate employment for residents. I would like Portland to be a place my children would be able to live in.	7/16/2024 9:04 AM
248	Improved/increased access to mental health and in/outpatient A&D drug treatment	7/16/2024 8:09 AM
249	Better transportation options. Not only mass transit but more bridges to reduce congestion. People dont want to go into some areas like Portland and Vancouver just due to the traffic.	7/16/2024 8:00 AM
250	Greater density. More ADUs in existing neighborhoods	7/15/2024 10:34 PM
251	Stimulate (incentivize) redevelopment within existing boundaries. Of course it is easier to build new on bare, flat farmland... don't do it.	7/15/2024 8:39 PM
252	Better street cycling conditions	7/15/2024 7:50 PM
253	I would like to see entire neighborhoods built that include everything the increase in population needs: more stores, expansion of roadways to deal with traffic, more schools so that the	7/15/2024 7:17 PM

	schools that are there don't just increase class sizes, parks for families to enjoy so there isn't more crowding of the parks that exist, etc.	
254	Stopping the theft of our farm land for junk houses and o er crouding	7/15/2024 6:47 PM
255	A solution for all the empty commercial space, particularly close in, that is discouraging to the random flanneur as well as the residents. I would like the SW light rail to HAPPEN because I lived in SW (out near Tigard) and the traffic is beyond horrific - made me move back to NE Portland Yikes - it's literally untenable. And I don't want downtown to pay the price (becoming a donut hole).	7/15/2024 6:41 PM
256	Better mix of housing, better accessibility to transportation services and more. Better mass transit to suburbs and outer areas. Better job of keeping neighborhood integrity, better public safety	7/15/2024 5:54 PM
257	More land appropriately developed for a mix of single family and higher density housing. More single family is needed to help on the affordability goal.	7/15/2024 5:28 PM
258	I'm hoping for a change in mindset. or maybe more education... many people who value quality habitat and green spaces also don't like dense housing and don't see the connection. Many people want to live on acreage and in the Wildland Urban Interface, but it is damaging to wildlife	7/15/2024 5:22 PM
259	More affordable single family housing and safe, affordable public transit.	7/15/2024 5:19 PM
260	Please focus on walkability and public transit. Protected bike lanes, please! Get rid of parking lot requirements and allow mixed use zoning.	7/15/2024 5:17 PM
261	More parks, public transportation, less traffic	7/15/2024 5:12 PM
262	No growth	7/15/2024 4:37 PM
263	Increase in infrastructure - the growth continues but arterial roads are not developed/improved to support the traffic. Homes continue to be built in SW Beaverton, but nothing has been done to increase the traffic flow/capacity on Scholls Ferry - the primary freeway access point.	7/15/2024 4:03 PM
264	keeping urban sprawl under control	7/15/2024 3:31 PM
265	I'd like us to change BACK to when kids didn't have to be afraid in the streets and drugs/criminals didn't run amok in our City.	7/15/2024 3:25 PM
266	More single family homes	7/15/2024 3:00 PM
267	Safe communities -making them a priority.	7/15/2024 2:52 PM
268	A network of bike trail and larger freeways	7/15/2024 2:38 PM
269	its obvious we need more housing and job creation to support us. Metro takes too long to evaluate these expansion decisions, so we pass up opportunities.	7/15/2024 2:14 PM
270	Houses that are small for first time home buyers... not huge 4 bedroom homes with high end amenities. Small homes on large lots. With eco features like room for garden, underground water storage for watering garden, and solar panels on roof. No more granite counters and high end appliances. Your first home should be basic. That gives people something to strive for. Also stop the massive rentals of homes by non us citizens. Rent is more expensive than a mortgage. I know tons of home we're purchases in the economy crash of 2009 and purchases by foreigners to make $$ stop that practice. And you will have lower housing cost.	7/15/2024 1:45 PM
271	As few as possible	7/15/2024 1:41 PM
272	Better transportation infrastructure. Our roads have been the exact same going into/out of PDX 50 years or more	7/15/2024 1:35 PM
273	Improved public transportation and improved/increased use of multimodal trails and biking infrastructure.	7/15/2024 1:17 PM
274	High density in-fill and zoning upgrades near rapid transit access. Prioritize this BEFORE expanding the UGB.	7/15/2024 1:12 PM
275	Cheaper rates and less control	7/15/2024 1:11 PM
276	Stopping sprawl and addressing climate by building more compactly and decreasing highway	7/15/2024 12:58 PM

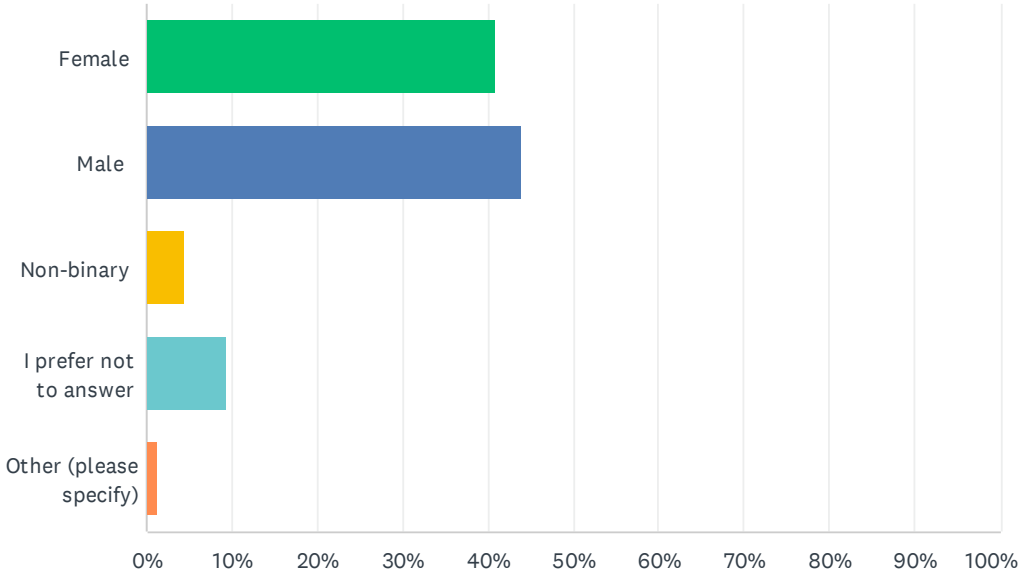
	modes of transportation.	
277	No more growth. No more crappy homes built tightly together. We need some countryside-trees, deer, birds, butterflies, rather than more concrete.	7/15/2024 12:47 PM
278	Fewer homeless, less garbage on the streets, more multi-family that includes parking	7/15/2024 12:44 PM
279	More requirements for affordable housing units. New apartments are ridiculously expensive and not built for families.	7/15/2024 12:41 PM
280	Grow up not out.	7/15/2024 12:40 PM
281	Smart transportation options, affordable housing within city centers and strong habitat protections for wildlife connectivity throughout our region.	7/15/2024 10:53 AM
282	Fewer parking lots, less sprawl, more dense housing, narrow freeways and add tolls, more bike paths	7/15/2024 10:35 AM
283	More bike infrastructure beyond the urban core of Portland.	7/15/2024 9:56 AM
284	Greater density. And safe transit. We can't use what we have because it is filthy and not safe. Bike paths need to be kept safe with regular more than daily patrols…bike cops or golf carts.	7/15/2024 7:25 AM
285	More protected bike lanes	7/15/2024 6:59 AM
286	Focus on basic municipal services: fix potholes, pave streets, erase graffiti, pick up the trash!	7/15/2024 6:34 AM
287	Safer highways (eg hwy 47) that include traffic circles.	7/15/2024 6:07 AM
288	Increased density and less sprawl.	7/15/2024 12:26 AM
289	I would like to see less traffic, and more public transportation options.	7/14/2024 9:17 PM
290	I would like to see more public transportation and multicultural businesses. I would like new neighborhoods to be open to everyone, both economically and culturally. We need more low and middle income housing in areas with good schools.	7/14/2024 9:11 PM
291	Continue to develop within existing boundaries.	7/14/2024 6:14 PM
292	Follow your plans and stay strong	7/14/2024 5:37 PM
293	Land conservation	7/14/2024 5:29 PM
294	Better traffic management	7/14/2024 5:15 PM
295	Better arterial transportation routes leading through the suburbs - landscaped parkways with grade separation like in NY/CT, but add transit and ped/bike. One from I-5 to the Newberg-Dundee Bypass (an actual I-5-99W Connector!) to help regional transportation. Another in the form of Sunrise Phase 2, extending to Sandy. And then a new tunnel and bridge from 26/Cornelius Pass to Rivergate in Portland.	7/14/2024 3:55 PM
296	Care for the current crumbling infrastructure before expanding.	7/14/2024 3:35 PM
297	More trees planted	7/14/2024 3:25 PM
298	Same as above plus very limited growth and only built to be part of the protected envrionment.	7/14/2024 1:53 PM
299	Solar panels over parking lots to produce power and not impede other land.	7/14/2024 12:58 PM
300	Better interconnectivity between trails, parks and green spaces.	7/14/2024 12:44 PM
301	Managing traffic, don't want more traffic lights would like to prevent Sherwood from turning into the Tigard disaster of stoplights	7/14/2024 12:12 PM
302	I would like to see the region commit to developing all of the land existing within the boundary that remains undeveloped, and also develop land that is poorly used, such as the numerous seas of parking lots that remain mostly empty. I see infill as a much better use of the regions money, as urban sprawl is not what we need and will only make our city align with other sprawling cities across the country instead of setting ourselves apart as a sustainable city.	7/14/2024 11:25 AM
303	Want to see it slow down. Making infrastructure first before adding to the population. Leaving rural areas rural. Leaving room for farms. leaving the trees.	7/14/2024 11:24 AM

304	Better roads to accommodate the traffic	7/14/2024 11:19 AM
305	Less housing a few more shops/restaurants. Traffic is so bad in Sherwood. There are already too many people that it's almost impossible to go to dinner and the lines at the stores are very long.	7/14/2024 11:16 AM
306	Fixed roads	7/14/2024 10:48 AM
307	less sprawl, and more revival of already developed space	7/14/2024 10:28 AM
308	Increased safety/security	7/14/2024 10:25 AM
309	No more row housing, no more densely packed living spaces	7/14/2024 10:13 AM
310	Updates to existing and already developed land, rather than urban sprawl into precious G land.	7/14/2024 10:03 AM
311	Better infrastructure within the city (Portland proper) farmlands don’t need 500 row homes placed on them. Concrete jungle is what we are going towards and I’m not here for that.	7/14/2024 9:43 AM
312	More density and infill and less suburban sprawl. And more mixed used development. I don’t want to have to use my car to fo everything.	7/14/2024 9:25 AM
313	More affordable housing, especially for first time homebuyers and low income renters. Densify housing without losing access to safe walking and biking and community outdoor spaces.	7/14/2024 8:17 AM
314	Stop expanding the boundaries. It isn’t appropriate to overtake agricultural land.	7/14/2024 8:06 AM
315	Increase density, particularly in downtown Portland	7/14/2024 12:07 AM
316	Increased residential density in existing neighborhoods, more extensive and more frequent rapid public transit, prioritizing pedestrian and bike safety and modes of transit over automobiles. More affordability of housing and choice of housing types that meet the needs of families and older adults.	7/13/2024 10:53 AM
317	Increase in construction density and mixed use zones.	7/12/2024 11:40 PM
318	I'd like to see Portland increase it's public transportation infrastructure with rail and bus rapid transit projects. There's no reason why Portland needs to expand more outward when we can simply just densify areas. I'd like to see Portland focus on climate change initiatives and be one of the leaders in the US, and expanding the UGB and increasing the reliance on car-centered infrastructure directly opposes those initiatives.	7/12/2024 8:13 PM
319	Denser housing and neighborhoods.	7/12/2024 7:47 PM
320	Less car oriented development. It’s 2024. Climate change. We know better.	7/12/2024 6:10 PM
321	more bike and transit friendly	7/12/2024 5:31 PM
322	Better wider and marked streets.	7/12/2024 1:10 PM
323	A focus on improving the areas that are already part of the UBG	7/12/2024 12:14 PM
324	Less implementation of luxury apartment buildings that few can afford to live in, more focus on affordable housing.	7/12/2024 7:47 AM
325	Development patterns and alternative transportation, these two are intrinsically linked and, to move into more sustainable forms of transportation means moving away from single family housing as the standard. We must move towards more varied housing options to include row-houses/townhomes, apartments, condos, cottage courts, duplexes, triplexes and anything else that can provide sustainable mid-density housing. Part of providing this too includes taking a closer look at zoning requirements and doing away with unnecessarily restrictive codes including minimum setbacks, parking requirements, and anything else that holds the area back from the most sustainable development possible which includes mixed use zoning, completely separate people from every day conveniences is absurd and past development patterns have led to strip malls and big box retailers taking over, driving out small businesses in many places and further unsustainable car oriented development. Alternative transportation too must be encouraged to include transit and cycling access for all. With sustainable mid-higher density this can be achieved much easier, however metro must commit wholly, protected/separated need to be the standard in everything but the most calm residential streets, and also not reserved only for the highest speed most dangerous roads, and transit too must be as convenient as possible for all. Trimet has been making improvements, well needed ones	7/12/2024 7:15 AM

	however there is so much more that could be done, the idea of a downtown MAX tunnel has been floating for some time but if trimet ever wants to make MAX a truly viable option for further distance travel this idea must be considered further and implemented.	
326	Density and mix use land around transit corridors. Potentially look into a MUPTE like (Eugene) to spur affordable housing.	7/12/2024 12:22 AM
327	Greater emphasis on keeping Portland green as can be. It's why we love this city so much.	7/11/2024 11:52 PM
328	Building up and not out. Don't allow Portland to become like Denver, Los Angeles or other inequitable cities that can only rely on automobile transportation. Building dense cities increase access to nature for all residents.	7/11/2024 10:31 PM
329	Better mass transit. It's the only way to grow outside of Portland and not become another hell hole like LA	7/11/2024 6:57 PM
330	Minimize the role of the automobile. Stop sprawling onto new greenfield land. Revitalize existing neighborhoods. Eliminate surface parking lots of more than 1-3 spaces (in favor of on-street, underground, structured, or no parking). Build out complete, connected, safe, high-quality regional and statewide, bicycle, pedestrian, and transit networks. Complete the Coast to Gorge Trail and begin work on other elements of the Infinity Loop concept. Make cooperative housing a permanent and meaningful housing option within the region.	7/11/2024 6:12 PM
331	More high-quality transit options like regional rail and bus-rapid transit.	7/11/2024 4:27 PM
332	Better infrastructure for getting into the city core from the outskirts. Currently the only option for many is to drive but by doing so, we add to the environmental impacts and many of the routes are not very friendly. If we are going to put more family-priced housing on the edges, then we need to provide safe, economical and quicker ways to get to work and family in the city core.	7/11/2024 10:33 AM
333	Denser walkable neighborhoods, better transit, regional connection to jobs	7/10/2024 10:14 PM
334	More density in urban areas	7/10/2024 9:51 PM
335	allow cities/counties to bring in several hundred acres at their edges into development for new single-family homes with yards - like houses with one thousand square feet in foot print and 1 to 2 thousand square feet for yard. Use these edge areas to design more technological oriented cities allowing bicycle and walking to be the main way getting to a common vehicle depot for accessing other parts of the Metro area. Allow robotic, drone delivery.	7/10/2024 8:30 PM
336	Only high density housing added to any area expanding, with abundant low income housing.	7/10/2024 5:14 PM
337	Increased density, especially along transit corridors (transit oriented development), and a greater quantity of mixed-use middle density housing.	7/10/2024 12:08 PM
338	Stop expanding ugly townhouses into our beautiful countryside.	7/9/2024 9:48 PM
339	Want to see keeping original neighborhoods, use of more technology to deal with water and sewer, and more affordable housing of all types. There are cheaper more effective solutions other than a big sewerplant.	7/9/2024 3:43 PM
340	better transportation and less traffic / less need to make long trips and fewer trips / all housing will cost 30% or less of individual or family income / more natural areas and recreation	7/9/2024 3:15 PM

Q6 How do you identify your gender? (Select all that apply).

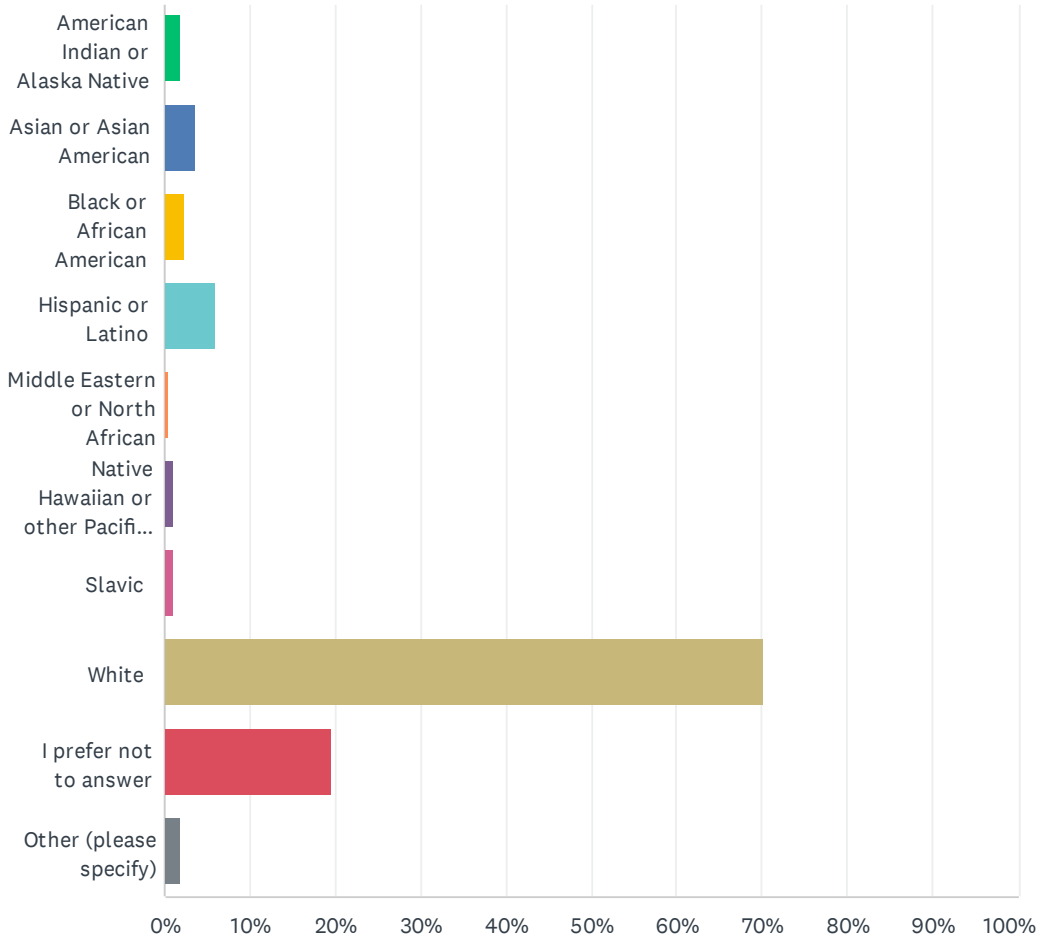
Answered: 307 Skipped: 58



ANSWER CHOICES	RESPONSES	
Female	41.04%	126
Male	43.97%	135
Non-binary	4.56%	14
I prefer not to answer	9.45%	29
Other (please specify)	1.30%	4
Total Respondents: 307		

Q7 Which of the below best describe your race/ethnicity? (Select all that apply).

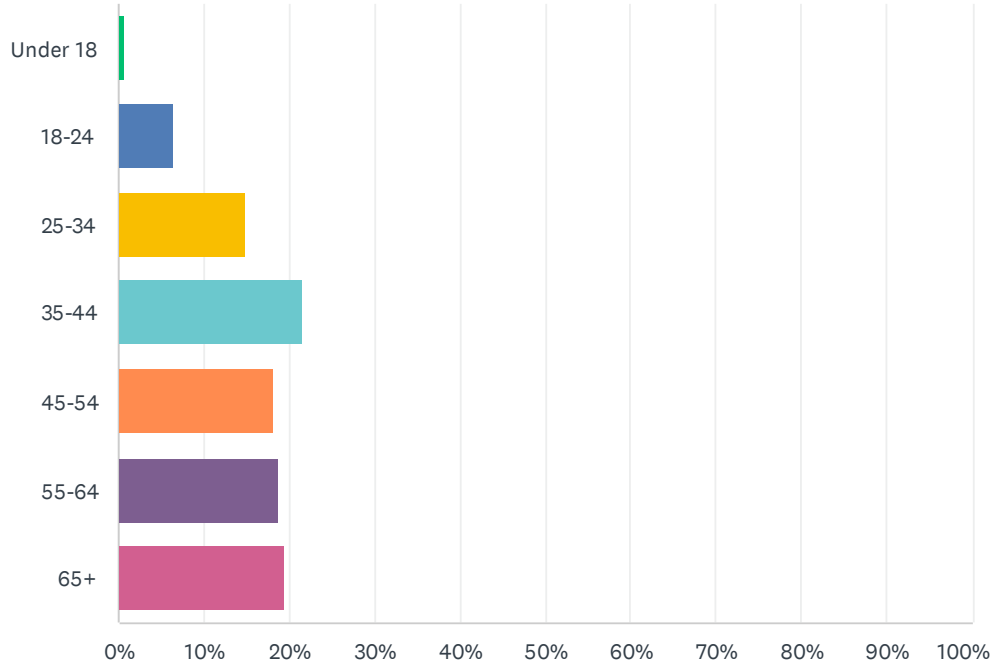
Answered: 305 Skipped: 60



ANSWER CHOICES	RESPONSES	
American Indian or Alaska Native	1.97%	6
Asian or Asian American	3.61%	11
Black or African American	2.30%	7
Hispanic or Latino	5.90%	18
Middle Eastern or North African	0.33%	1
Native Hawaiian or other Pacific Islander	0.98%	3
Slavic	0.98%	3
White	70.16%	214
I prefer not to answer	19.67%	60
Other (please specify)	1.97%	6
Total Respondents: 305		

Q8 What is your age?

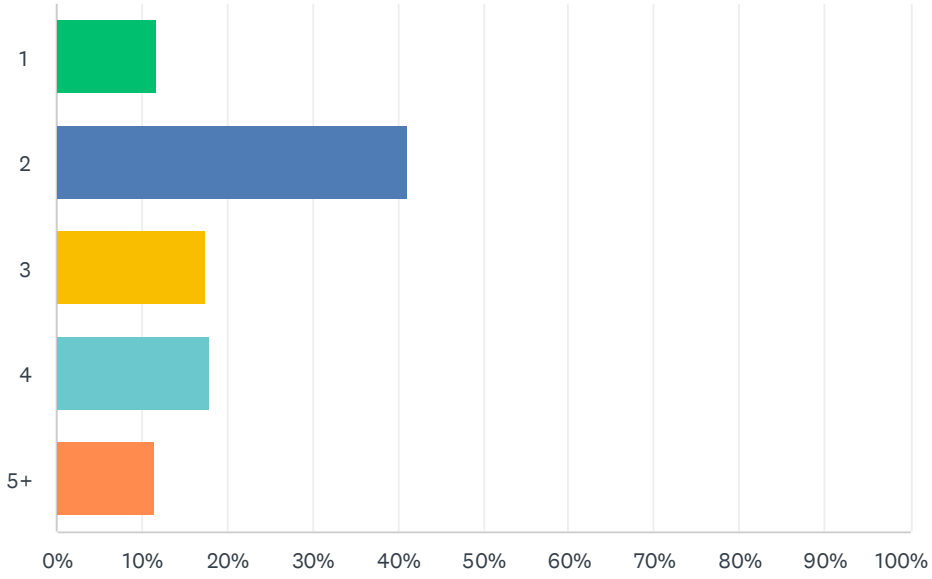
Answered: 293 Skipped: 72



ANSWER CHOICES	RESPONSES	
Under 18	0.68%	2
18-24	6.48%	19
25-34	15.02%	44
35-44	21.50%	63
45-54	18.09%	53
55-64	18.77%	55
65+	19.45%	57
TOTAL		293

Q9 How many people live in your home (including yourself)?

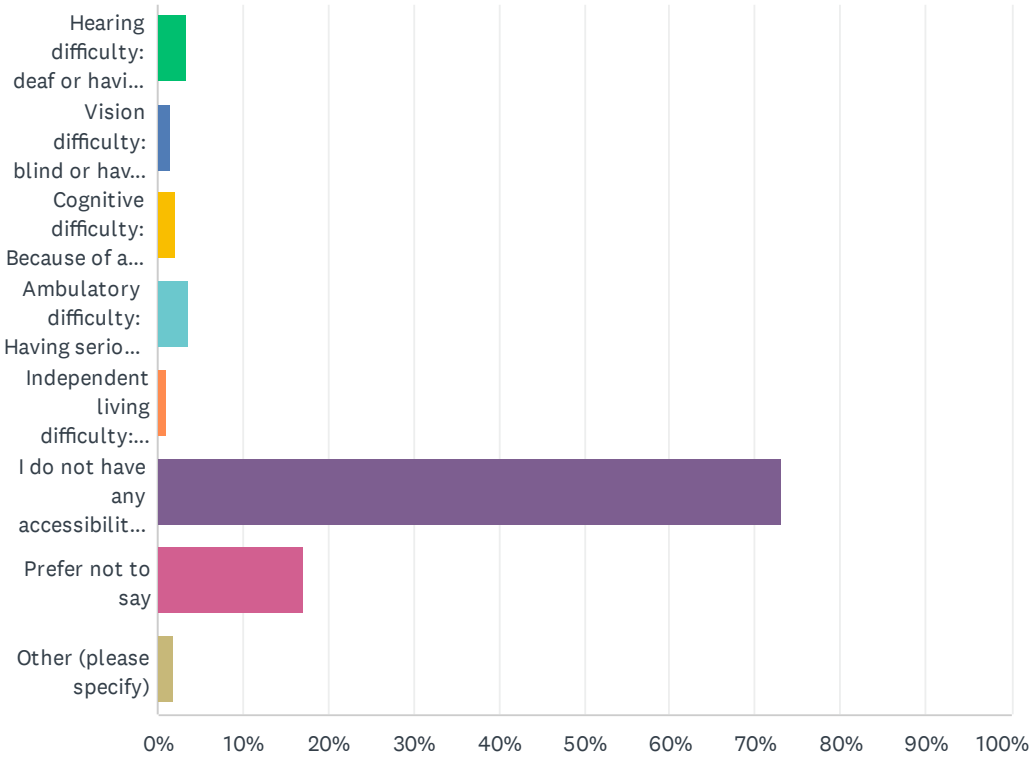
Answered: 296 Skipped: 69



ANSWER CHOICES	RESPONSES	
1	11.82%	35
2	41.22%	122
3	17.57%	52
4	17.91%	53
5+	11.49%	34
TOTAL		296

Q10 Do you have any accessibility difficulties that you would like us to be aware of? (Select all that apply).

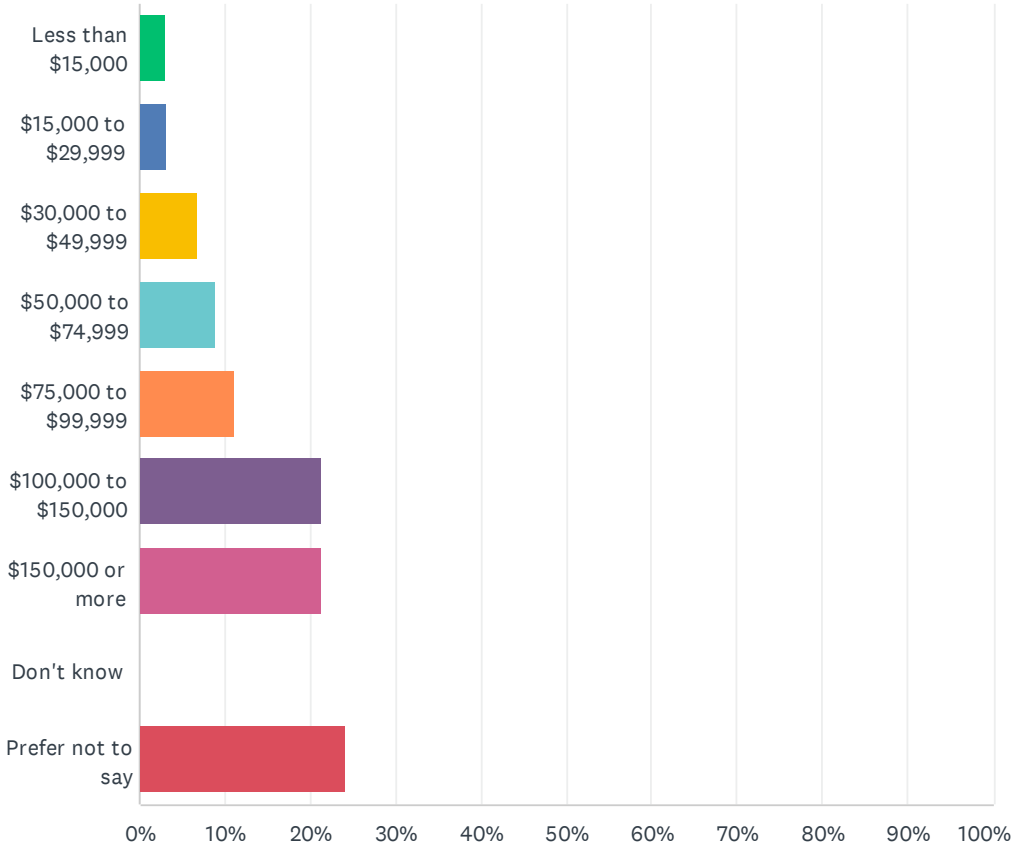
Answered: 271 Skipped: 94



ANSWER CHOICES	RESPONSES	
Hearing difficulty: deaf or having serious difficulty hearing	3.32%	9
Vision difficulty: blind or having serious difficulty seeing, even when wearing glasses	1.48%	4
Cognitive difficulty: Because of a physical, mental, or emotional problem, having difficulty remembering, concentrating, or making decisions	2.21%	6
Ambulatory difficulty: Having serious difficulty walking or climbing stairs	3.69%	10
Independent living difficulty: Because of a physical, mental, or emotional problem, having difficulty doing errands alone such as visiting a doctor's office or shopping	1.11%	3
I do not have any accessibility requirements	73.06%	198
Prefer not to say	16.97%	46
Other (please specify)	1.85%	5
Total Respondents: 271		

Q11 How would you describe your income?

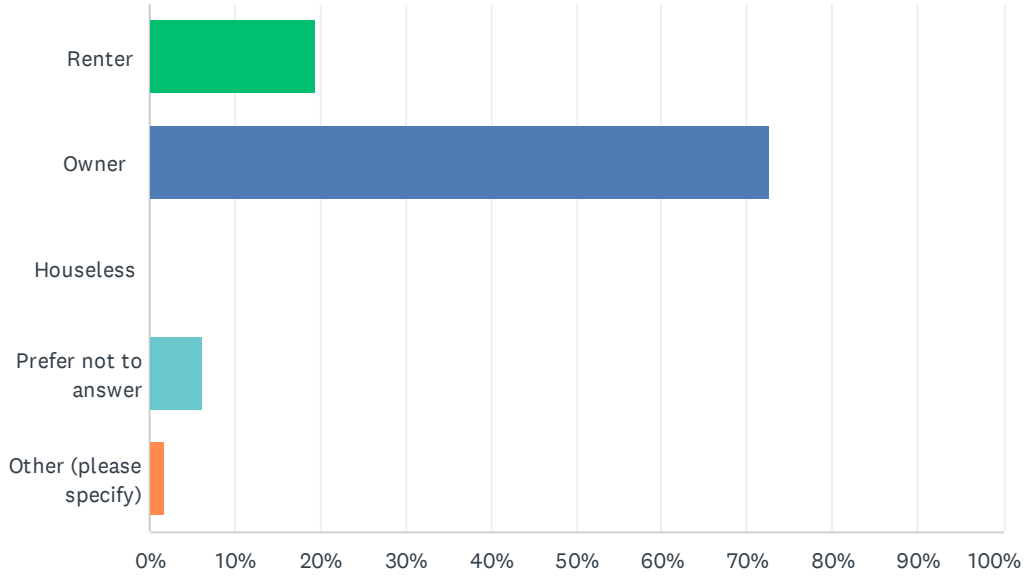
Answered: 304 Skipped: 61



ANSWER CHOICES	RESPONSES	
Less than $15,000	2.96%	9
$15,000 to $29,999	3.29%	10
$30,000 to $49,999	6.91%	21
$50,000 to $74,999	8.88%	27
$75,000 to $99,999	11.18%	34
$100,000 to $150,000	21.38%	65
$150,000 or more	21.38%	65
Don't know	0.00%	0
Prefer not to say	24.01%	73
TOTAL		304

Q12 How would you describe your housing tenure?

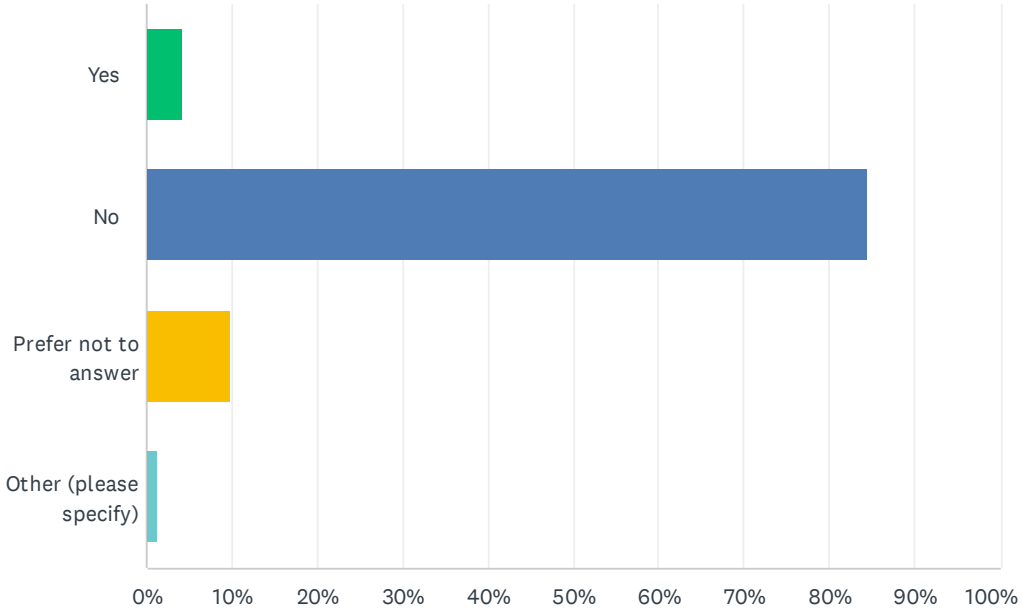
Answered: 303 Skipped: 62



ANSWER CHOICES	RESPONSES	
Renter	19.47%	59
Owner	72.61%	220
Houseless	0.00%	0
Prefer not to answer	6.27%	19
Other (please specify)	1.65%	5
TOTAL		303

Q13 Are you an immigrant or refugee?

Answered: 304 Skipped: 61



ANSWER CHOICES	RESPONSES	
Yes	4.28%	13
No	84.54%	257
Prefer not to answer	9.87%	30
Other (please specify)	1.32%	4
TOTAL		304

Q14 What is your zip code?

Answered: 284 Skipped: 81

#	RESPONSES	DATE
1	97140	8/23/2024 10:11 AM
2	97123	8/22/2024 9:55 PM
3	97140	8/22/2024 9:47 PM
4	97140	8/22/2024 7:27 PM
5	97140	8/22/2024 7:11 PM
6	97140	8/22/2024 6:56 PM
7	97201	8/22/2024 6:48 PM
8	97140	8/22/2024 6:35 PM
9	97140	8/22/2024 6:31 PM
10	97140	8/22/2024 4:58 PM
11	97140	8/22/2024 4:41 PM
12	97140	8/22/2024 1:22 PM
13	97140	8/22/2024 11:56 AM
14	97209	8/22/2024 11:41 AM
15	97140	8/22/2024 10:28 AM
16	97202	8/22/2024 10:11 AM
17	97140	8/22/2024 3:04 AM
18	97215	8/21/2024 11:14 PM
19	97140	8/21/2024 11:05 PM
20	97702	8/21/2024 9:33 PM
21	97212	8/21/2024 8:18 PM
22	97140	8/21/2024 6:20 PM
23	97140	8/21/2024 5:57 PM
24	97232	8/21/2024 4:58 PM
25	97140	8/21/2024 4:23 PM
26	97140	8/21/2024 3:44 PM
27	97140	8/21/2024 3:08 PM
28	97203	8/21/2024 2:40 PM
29	97140	8/21/2024 11:14 AM
30	97140	8/21/2024 8:40 AM
31	97140	8/21/2024 7:15 AM
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APPENDIX B

Public comment emails and letters

Miriam Hanes

From: Rachel Adams <[redacted]>
Sent: Tuesday, August 20, 2024 11:32 AM
To: Metro 2040
Subject: [External sender]Sherwood West Concept Plan Opposition

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

To whom it may concern,

I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Rachel Adams

//
Play Nice PR
Rachel Adams (she/her)
[redacted]

8/21/2024

BPS Comments on July Draft of Metro Urban Growth Report (UGR)

Metro is narrowly framing this decision as to whether or not the Sherwood West expansion area should be brought into the UGB. The UGR has broader implications for the region in terms of how we expect to grow in a way that is equitable and meets other regional goals, such as reducing carbon emissions.

The Urban Growth Report (UGR) is an opportunity to frame future regional planning discussions such as the regional housing production strategy, a refresh of the 2040 Growth Concept, and a regional economic development strategy.

Our concern is that the UGR is underestimating population and housing growth, underestimating residential capacity; underestimating industrial job growth, overestimating industrial land supply and underestimating commercial land supply. BPS staff raise the following issues with methodology and assumptions to better align with regional policy objectives, which are described in detail below.

Housing

The 2044 population forecast is for much slower growth, primarily due to declining birth rates. We are concerned that the Metro forecast is too low, which will affect planning for housing that will result in insufficient housing capacity in the future. The Metro forecast is based on national growth rates – which misses the important context that, historically, Oregon has grown faster than the nation and the Portland region has grown faster than the state (captured a greater share the state's growth). The UGR lacks important comparisons to state forecasts as context for selecting a growth scenario.

Metro should select the Strong Urban Market housing mix with high population/household forecast. This scenario best fits the expected older, smaller households. It also addresses affordability concerns and the need for more affordable multi-dwelling and middle housing units. The UGR notes that 81% of future households will be financially challenged or unable to purchase homes with current median sales price at roughly $550,000 in today's dollars.

Metro's scenario results indicates that this scenario results in a deficit of 24,000 multi-dwelling units. This deficit is overstated because Metro's housing capacity methodology vastly undercounts the redevelopment potential in Portland and the region. The UGR assumes that only 20% of the most feasible properties will redevelop. Buried in a footnote, the UGR states that if redevelopment rate is increased to 40% of the most feasible properties, this deficit would be eliminated. For example, under the 20% redevelopment rate, Metro assumes that Portland only has capacity for 60,000 units. Whereas in our recently adopted 2023 Housing Needs Analysis, we found that Portland has a financially feasible development capacity of 237,000 units.

Finally, the regional forecast is not just about the UGB decision. It is used in other policy decisions (not just for managing the UGB). The housing forecast will be provided to the State (OHCS/DAS) to establish the jurisdiction level housing targets. Also, the forecast will be the basis for Metro's regional housing production strategy – which will be an important regional discussion on how to address housing needs for older, smaller households with affordability challenges.

Employment

Metro's employment forecast is tied to the population forecast. Metro's fundamental assumption that lower population growth will mean slower economic growth because access to labor will be the constraining factor could be a self-fulling prophecy. Workforce is mobile. Capital is mobile. Development

capacity is not. If the region has the land capacity for businesses to expand then workers will migrate to the region. If the region does not have the land capacity, then economic growth will be constrained.

- Jobs in the Portland MSA grew 56%-63% faster than the national economy in each of the last three business cycles (Portland EOA Trends Report). Above-average regional job growth has been supported by our competitive strengths, including growing industry clusters and planned livability that attracts talent, as recognized in our economic development strategies (CEDS, Oregon Business Plan, Advance Portland). The UGR's methodology does not account for these past trends and regional advantages. The average annual growth rate (AAGR) of Oregon Employment Department's (OED's) current 2022-2032 projection is 1.1% for Total Nonfarm Employment, compared to 0.46% in the draft UGR. Why does the UGR predict that long-term regional job growth will now slow down to the national average?
- Workforce-in-migration should be a forecast variable – Economic forecasts typically analyze sector trends, capital inputs (such as land supply), and market opportunities. Economic growth will attract workers, rather than the UGR's population-trumps-economy approach.
- Noisy in-migration data – The in-migration graph cited in the UGR indicates wide variations, rather than a hard stop for job growth. In-migration also varies widely with economic trends that don't appear to be considered in the UGR's population forecast, such as business cycles, sector growth trends, and median income trends, each of which shape in-migration through economic opportunity.
- Local sectors/traded sectors – We agree that regional population growth is an important driver of market size and job growth in 'local sectors' that serve regional markets. However, market opportunities in 'traded sectors' that serve markets outside the region are unrelated to local population size. At minimum, the UGR's connection between population growth and job projections should be removed from the goods production and distribution sectors that make up most industrial land demand and primarily serve traded-sector markets.

As with the population forecast, the UGR is lacking context or comparison to State of Oregon forecasts. The UGR also could benefit from an equity analysis that discusses the type of jobs and wages that will be available, especially for workers without 4-year college degrees.

The region needs a land supply strategy that includes a deeper analysis of sector and business growth opportunities and how they match with the region's employment land supply in order to create equitable economic opportunity.

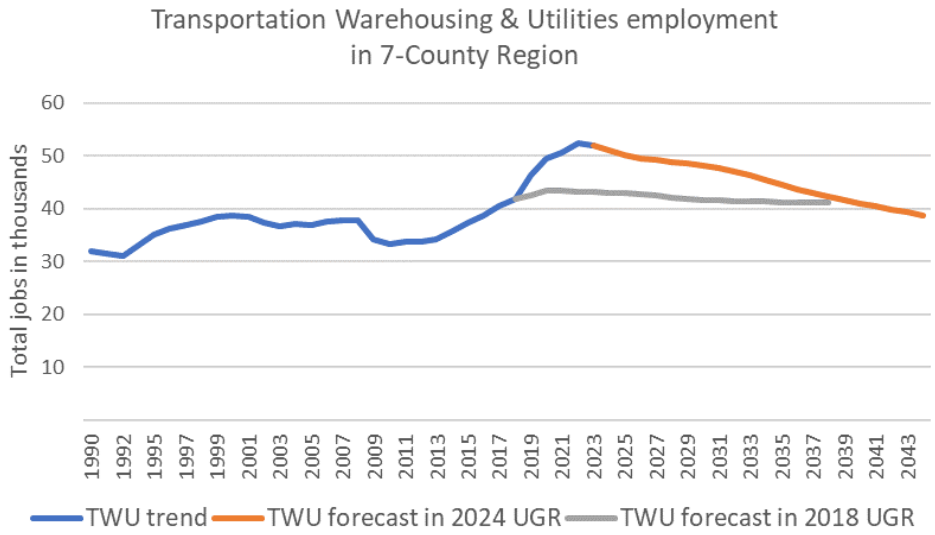
Industrial

Inadequate Industrial Land Supply – The UGR widely understates industrial land demand, relative to growth trends and State of Oregon employment projections. It overstates the suitable land supply to meet the region's distinct segments of demand. Coming to the opposite conclusion of the UGR, the private market has found inadequate industrial land supply since around 2015, evident in the region's low industrial vacancy rates and rising rents of the last decade. What is Metro's rationale for such a different and low industrial demand forecast?

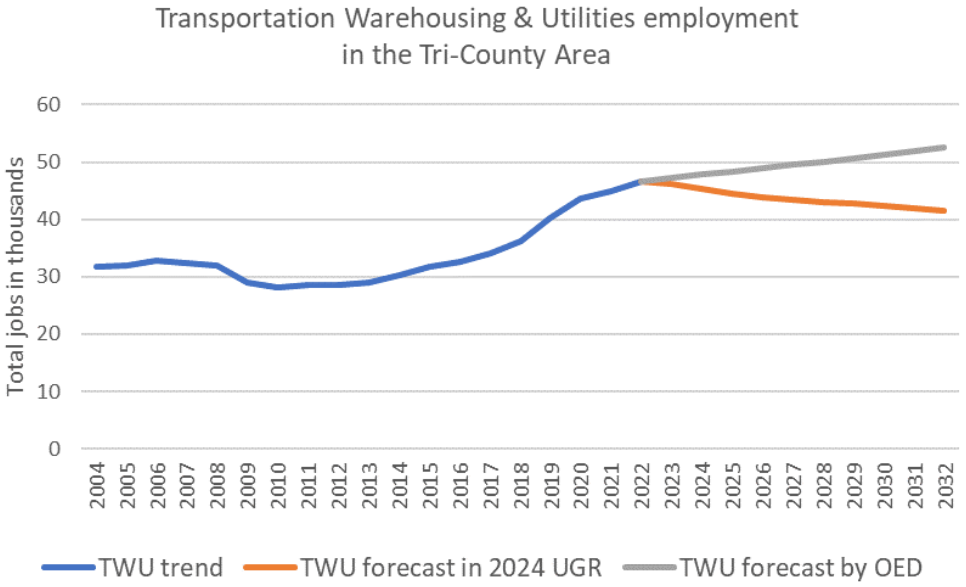
Transportation & Warehousing (Logistics) forecast – Metro's no-growth forecast for the logistics sector in the 2018 UGR and the declining forecast in 2024 UGR eliminates most of industrial land demand. Metro's industrial employment sector forecast is too low and not consistent with Oregon Employment Department (OED) forecasts. Specifically, BPS staff has raised concerns about the forecasted decline in

the warehouse and distribution sector when the OED and the federal Bureau of Labor Statistics (BLS) forecast continued growth. Metro made a similar assumption in 2018, when it forecasted zero-growth for logistics jobs, when, since 2015, it has been a high job-growth sector and the region's predominant employment land demand.

- The current UGR forecast for major decline in Logistics jobs is the opposite of its rapid growth trend in the last decade and current national/state/regional employment agency forecasts for continuing above-average growth, as shown in the charts below. Metro's regional projection of -1.4% annual change (AAGR) in Transportation Warehousing & Utilities jobs over the next decade (2022-2032) compares to 0.8% AAGR by Bureau of Labor Statistics nationally and 1.2% AAGR by OED in the Tri-County area. City staff would be interested in better understanding this aspect of the analysis and discussing the potential associated regional policy implications.



Sources: Trend from CES data by BLS. Forecast data by Metro in 2018 and draft 2024 Urban Growth Reports



Sources: Trend data from CES by OED. UGR forecast from July 2024 draft by Metro. Oregon Employment Department projections for 2022-2032.

- Logistics is a critical sector to get right in the UGR forecast, because Logistics businesses are the primary source of Warehouse & Distribution development (along with Wholesale Trade) and thus industrial land demand. Warehouse & Distribution buildings made up 75% of the MSA's total occupied industrial space in 2019 and 93% of the new occupied space in the recent 2008-2019 business cycle (CoStar data).

3,600-acre demand discrepancy for Logistics and Manufacturing – The draft UGR forecast for 1,400 additional industrial acres to 2044 is undercounting regional demand by about 3,600 acres relative to OED's regional projections in the Logistics and Manufacturing sectors alone (see table below). The sector-trends methodology of OED's projections is a better fit for employment land planning because of its consistency with employment and development trends and with State Planning Goal 9 requirements for trends-based forecast.

Estimated Tri-County forecast discrepancy in industrial land demand between Metro's draft 2024 UGR and Oregon Employment Department's 2032 projections						
	Forecast AAGR	Tri-County Jobs in 2024	Jobs in 2044	2024-2044 Job Change	Building SF	Land (ac.) Demand
Transportation Warehousing & Utilities						
Metro Draft UGR 2024	-1.4%	45,200	34,300	-10,900	-16,639,900	-1,273
OED, 2032 projections	1.2%	47,600	60,700	13,100	19,998,500	1,530
Discrepancy				24,000	36,638,400	2,804
Manufacturing						
Metro Draft UGR 2024	0.1%	101,400	102,900	1,500	1,037,600	72
OED, 2032 projections	0.8%	102,900	120,900	18,000	12,451,300	866
Discrepancy				16,500	11,413,700	794
Total Discrepancy				40,500	48,052,100	3,598

Automation impacts - Metro staff has offered automation as a reason for slower job growth in Logistics and Manufacturing. Other sources support different conclusions. After accounting for automation

impacts, current BLS national projections (which inform OED's regional projections) conclude that Logistics will continue to grow jobs substantially faster than the overall economy. BLS projections also indicate substantially higher output growth than employment growth in Logistics and Manufacturing, which in turn indicates increased land demand. Automated warehouses and factories still need land, and productivity gains of automation support higher land demand. Like BLS, McKinsey's projected job impacts of automation in urban areas indicate losses mainly in office support occupations, modest losses in manufacturing production, and gains in transportation occupations: Future of work in America | McKinsey. Considering the example of self-driving trucks, an extensive USDOT study in 2021 found "vast uncertainty" in future labor market impacts, including losses and gains over several decades with net impacts difficult to predict.

Other underestimated sources of industrial demand – In addition to the growth rate discrepancies for logistics and manufacturing, the UGR underestimates demand in a variety of other ways.

- Business-cycle impacts – Long-term sector growth rates span the job losses and gains of business cycles. In contrast to the predominantly industrial-sector job losses in the region's three previous recessions, the combined industrial sectors were the least impacted in recent COVID recession. The UGR misses this major source of long-term industrial growth by starting the forecast period in 2024, which particularly understates the long-term trend in Logistics.
- Target cluster incentives - The expanded growth potential of target industry clusters, supported by economic development policies and business assistance and incentive programs, is another example of undercounted demand. For example, the region's Cleantech and Electronics clusters are expected to broadly benefit from the 2022 federal industrial policy incentive of the Inflation Reduction Act and Chips Act.

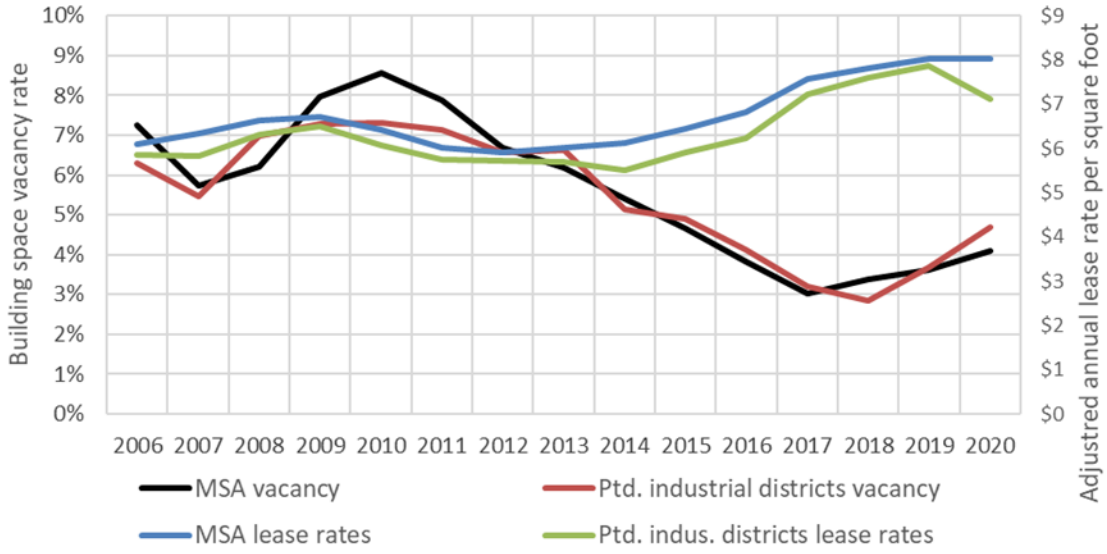
Overstated industrial land supply – While the UGR's industrial land supply for Portland (1,200 acres) is relatively consistent with BPS' preliminary estimate, we are concerned that Metro has overestimated the industrial land supply in the rest of the region in a variety of ways.

- Suitable supply for location-specific demand – The UGR does not track land demand nor supply based on location-suitability criteria or a regional trend analysis by business district type. Instead, the UGR appears to assume that industrial land supply is loosely substitutable across the region. This is not the case when businesses make location decisions. The largest discrepancy is the concentration of the region's Logistics and Wholesale jobs in industrial districts near interstate highways and multimodal freight infrastructure. Some of the region's Warehouse & Distribution land demand is substitutable at dispersed locations, but most of it is not. For example, the City of Portland has 73% of tri-county Logistics jobs, but Portland's freight-hub districts are building out. Portland's 2016 EOA and current industrial land supply studies raise concerns about Portland's tight industrial land supply and ability to meet future demand in these freight-hub districts. The UGR lacks the detail in location needs for different industrial sectors and region's ability to accommodate their growth or the consequences of failing to meet the demand (sprawl to exurban areas).
- 10-acre and larger lot demand – The UGR does not appear to compare land demand and supply by site size. We are concerned that the region has an inadequate supply of 10-acres or larger sites. Larger sites made up 68% of new industrial construction in Portland in the last business cycle. While industrial land demand is present across the site-size distribution, our preliminary

land demand and supply analysis shows the potential for several hundred acres of unmet demand for sites 10 acres and larger in Portland, which are businesses that will seek locations elsewhere in the region (or outside the region).

- Industrial land readiness investment – A third major example of over-stated industrial land supply in the URG is the region's underfunded needs for industrial land readiness. Metro's Industrial Land Readiness toolkit clarifies this issue in detail.
- It is unclear if Metro's methodology adequately accounts for constraints on development for factors such as brownfields, small parcel sizes (less than 0.5 acres); and steep slopes. These factors contribute to overstating the effective supply.

Misreading the tight industrial land supply – BPS is concerned that the UGR sends the wrong message (finding more than adequate industrial land supply) at time of low vacancy rates and increasing rents and land values. The region's traded sector economic base that drives regional prosperity relies primarily on industrial land. The UGR could drive complacency that will undermine long-standing regional economic development goals. Market-effective industrial land supply has been tight in the region since 2015 (see chart below), as building vacancy rates dropping below 5% have pushed up rents to less competitive levels for growth. In turn, the metro area's tight land supply generates sprawl beyond the region. A Colliers' 2023 report on the 'I-5 OR/WA logistics corridor' (see link) identifies 62 industrial projects under construction last year that span the Portland and Seattle metro areas and the I-5 corridor between them.



Source: BPS from CoStar data; annual inflation-adjusted rates (2020 $)

Recommendations – BPS made similar comments about the 2018 UGR that were not taken into account. The UGR employment land methodology needs rethinking.

- Trend-based forecast scenario – The draft UGR employment forecast and capacity analysis is used for other purposes, such as economic development strategies and public and private investments, that go beyond the immediate decision on the UGB. Metro should acknowledge Oregon Employment Department's current sector projections for the Tri-County Area as a UGR forecast scenario that is primarily based on sector trends and not tied to Metro's population

forecast. The average annual growth rate (AAGR) of OED's current 2022-2032 projection is 1.1% for Total Nonfarm Employment, compared to 0.4% in the draft UGR. OED's projection methodology more closely fits the market-trend approach required of cities and counties by Oregon's Goal 9 for employment land planning.

- Rethink UGR employment forecast and capacity analysis - the next (2030) UGR should better align with Oregon's Goal 9 requirements for adequate employment land capacity, estimating demand from market trend opportunities of employment land types, substantially delinked from the population forecast. It should address Goal 9 requirements to analyze land supply and demand by employment land type and to analyze supply and demand by site size for each land type.
- Regional growth capacity strategy – Metro should lead work to prepare a market-responsive regional land-supply strategy to meet industrial demand in suitable locations. This work should be completed to inform the next UGR. It should include analysis and recommendations for industrial land readiness funding and Urban Reserves expansion in market-responsive locations. Current inventory gaps include predominant demand for 10+ acre sites and lack of capacity in near interstate highways or multimodal freight infrastructure. Additionally, cities and counties lack financial resources to overcome development barriers on sites in the existing industrial land supply.

<u>Commercial</u>

Commercial employment forecast appears to be reasonable, but the UGR is missing key details on office/retail/institution sector allocations and resulting demand that are needed to make an informed decision.

Please consider adjusting the commercial land supply analysis and methodology. Metro's backcasting redevelopment probability discount rates drastically reduces commercial development capacity. The proforma financial feasibility methodology is biased towards residential development, which does not adequately account for a residential/commercial split based on recent development trends. Finally, the methodology does not account for intensification of existing businesses/buildings. In the face of increased demand, businesses will add employees/shifts, expand hours and otherwise use existing building space more efficiently and increase productivity without increasing land demand.

The underestimating of commercial land capacity leads to the erroneous conclusion that the region has a deficit of commercial land.

<u>Sherwood West</u>

The UGR needs additional information on how the expected residential, industrial and commercial capacity increases in the Sherwood West area will help meet regional needs.

Generally, the city of Portland is a proponent of infill and redevelopment within the UGB and bases considerations about UGB expansions on their ability to promote urban growth patterns that fulfill the regional policy objectives of equity, housing affordability, economic opportunity and reducing carbon emissions. Those considerations include UGB expansions that:

- Promote and accommodate housing options that include middle housing and higher density multi-dwelling and/or mixed use developments;

- Address the regional need for affordable housing for a wide range of households;
- Create a land use pattern (20+ units per acre) that can be cost effectively served by transit and active transportation; and
- Accommodate large site industrial uses with protections in place to prevent conversion to non-industrial uses.

As proposed, the Sherwood West concept plan does not meet these criteria. The housing element is low-density, expensive housing with minimal opportunities for middle housing with no affordable housing strategy and will not serve the region's future housing needs or address its affordability challenge. The commercial development in the form of wine country hospitality (with no supporting plan to provide affordable housing for workers) is inappropriate to meet the regional commercial land needs. The employment area is promising but various references to "mixed" employment raise concern that the large lot industrial opportunity will not come to fruition. The employment area should be designated on Metro's Title 4 map as a Regionally Significant Industrial Area and not subject to conversion or leakage to commercial uses. Finally, the concept plan lacks an equity analysis and any discussion on how it can address racial income disparities in the region.

Equity analysis

Metro's equity analysis is limited to a look back at UGB expansion areas in Happy Valley and Bethany. These case studies lack comparison to the region as a whole and consideration of household income levels and are not representative of or informative as to how this analysis reflects a regional perspective.

There is no equity analysis of the regional forecast and land capacity analysis – both in terms of housing and employment opportunities. Nor is there any equity analysis of the Sherwood West expansion area and how it can address racial income disparities in the region.

Miriam Hanes

From: Eryn Kehe
Sent: Thursday, August 22, 2024 8:36 AM
To: Miriam Hanes
Subject: Fwd: BPS comments on the draft UGR
Attachments: Metro Urban Growth Report BPS comments 08.21.24.pdf

Miriam,

More UGR comments.

Eryn Deeming Kehe, AICP
She / her
Urban Policy and Development Manager
Metro

From: Armstrong, Tom <[redacted]>
Sent: Wednesday, August 21, 2024 5:21:23 PM
To: Catherine Ciarlo <[redacted]>; Malu Wilkinson <[redacted]>; Eryn Kehe <[redacted]>; Ted Reid [redacted]; Josh Harwood [redacted]
Cc: Kountz, Steve [redacted]; Diefenderfer, Patricia [redacted] Emerald Bogue <[redacted]>; Bouillion, Tom <[redacted]>
Subject: [External sender]BPS comments on the draft UGR

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Thank you for the opportunity to meet and provide feedback on the draft UGR. As a follow up to our recent meeting, we would like to share these summary comments to help inform your COO recommendation. Also attached is additional detailed feedback on specific topics.

BPS' feedback is focused on the broader policy implications of growth projections beyond the implications for the pending UGB expansion proposal. Our request is that Metro consider those broader policy implications for the region in terms of how we expect to grow in a way that is equitable and meets other regional goals, such as housing affordability, equitable economic opportunity and reducing carbon emissions, when considering its recommendations to the Metro Council.
Overarchingly, by basing the regional forecast on national forecasts, the UGR is missing the important context that, historically, Oregon has grown faster than the nation and the Portland region has grown faster than the state.

While we agree that population will grow slower than in the past, we are concerned that the Metro forecast is too low, which will affect planning for housing that will result in insufficient housing capacity that will continue to exacerbate our housing affordability challenges. Metro should select the Strong Urban Market housing mix with a high population/household forecast to ensure that future growth

patterns reinforce the goals to have compact development and provide a wide range of housing types to accommodate changing socio-economic demographic factors. This scenario best fits the expected trends for older, smaller households. It also addresses affordability concerns – the future need will be for multi-dwelling and middle housing units. Eighty-one (81%) of future households will be financially challenged or unable to purchase homes with current median sales price at roughly $550,000. Metro can select this scenario without creating the need for a massive UGB expansion by adjusting the redevelopment rate in the development capacity model (see attached detailed comments).

The consequence of not planning for population growth is that it will likely constrain the state and region's economic growth. The assumption that that lower population growth will mean slower economic growth because access to labor will be the constraining factor will serve as a constraint to future economic growth and expansion. Given post-Covid trends, we know that the workforce and capital are mobile. If the region has the land capacity for businesses to expand then workers will migrate to the region. If the region does not have the land capacity, then economic growth will be constrained. The Oregon Office of Economic Analysis proscribes a similar practice (page 32) - Oregon's economic condition heavily influences the state's population growth. It is economy that determines the ability to retain existing work force as well as attract job seekers.
Similarly, our concern is low industrial job projections could also serve to constrain economic development potential in the state and the region over the longer term. Projecting low industrial employment and identifying an "oversupply" of industrial land could undermine longstanding city and regional efforts to make investments (brownfield clean up and infrastructure investment) that will make industrial land ready for development. The message that the region has an abundant supply of industrial land could dissuade decisionmakers and leaders from difficult decisions and prioritizing the investments needed to realize that economic opportunity. The net result will be a lack of middle wage job opportunities that will advance city and regional equity and climate goals. The UGR assumptions for industrial job growth vary widely relative to regional growth trends and State of Oregon employment projections. The UGR comes to the opposite conclusion of the private market, which has found inadequate industrial land supply since around 2015, as evident in the region's low industrial vacancy rates and rising rents and land values of the last decade. As it relates to the commercial land supply, Metro's redevelopment probability discount rates and a bias towards residential development drastically reduces the commercial development capacity. For example, Metro finds that Portland has 34 acres of commercial capacity, whereas BPS' analysis finds that figure to be 500 acres.

Generally, the city of Portland is a proponent of infill and redevelopment within the UGB and bases considerations about UGB expansions on their ability to promote urban growth patterns that fulfill the regional policy objectives of equity, housing affordability and reducing carbon emissions. Those considerations include UGB expansions that:

- Promote and accommodate housing options that include middle housing and higher density multi-dwelling and/or mixed-use development;
- Address the regional need for affordable housing for a wide range of households;
- Create a land use pattern (20+ units per acre) that can be cost effectively served by transit and active transportation; and
- Accommodate large site industrial uses with protections in place to prevent conversion to non-industrial uses.

As proposed, the Sherwood West concept plan does not meet these criteria. The housing element is low-density, expensive housing with minimal opportunities for middle housing and no affordable housing strategy and will not serve the region's future housing needs or address our affordability challenge. The commercial development in the form of wine country hospitality (with no supporting plan to provide affordable housing for workers) is inappropriate to meet the regional commercial land needs. The employment area is promising but various references to "mixed" employment raise concern that the large lot industrial opportunity will not come to fruition. The employment area should be designated on Metro's Title 4 map as a Regionally Significant Industrial Area and not subject to conversion or leakage to commercial uses. Finally, the concept plan lacks an equity analysis and any discussion on how it can address racial income disparities in the region.

The Urban Growth Report (UGR) is an opportunity to frame future regional planning discussions such as the regional housing production strategy, a refresh of the 2040 Growth Concept, and a needed regional discussion on economic development land needs that go beyond the technology sector.

We look forward to continuing this discussion.

Tom Armstrong, Supervising Planner
he/him
City of Portland Bureau of Planning and Sustainability
[redacted]

The City of Portland is committed to providing meaningful access. For accommodations, modifications, translation, interpretation or other services, please contact at [redacted] or use City TTY [redacted].

-----Original Appointment-----
From: Metro Planning, Development and Research Calendar <[redacted]>
Sent: Wednesday, July 24, 2024 1:50 PM
To: Metro Planning, Development and Research Calendar; Emerald Bogue; Kountz, Steve; Armstrong, Tom; Bouillion, Tom; Catherine Ciarlo; Wilkinson, Malu; Eryn Kehe; Ted Reid; josh.harwood; Dennis Yee; David Tetrick; Diefenderfer, Patricia
Subject: UGB follow up (Port/Metro/City of Portland)
When: Tuesday, August 6, 2024 2:30 PM-3:30 PM (UTC-08:00) Pacific Time (US & Canada).
Where: Teams/virtual

Thank you for making time for this meeting to follow up on draft Urban Growth Report technical questions. (Adding Patricia Diefenderfer to this meeting per Catherine's request.)
Below is a draft agenda:

- Welcome and introductions
- Project schedules
    - Growth management schedule
    - 2040 Future Vision schedule
    - Distributed forecast schedule

- City of Portland and Port concerns
- Next steps

Kind regards,
Lisa Hunrichs (she, her)
Executive Assistant to the Director and Deputy Director
Metro Planning, Development, and Research
Cell: [redacted]

Miriam Hanes

From: Ted Reid
Sent: Friday, April 5, 2024 3:26 PM
To: [redacted]
Cc: 2040
Subject: RE: Sherwood West

Hi Dave,
You are correct that the City of Sherwood has submitted a proposal for adding the Sherwood West urban reserve to the urban growth boundary. I can't speculate on what the Metro Council's decision will be. Under state law, they can only add land to the UGB if there is a demonstrable regional need for it. We have not yet completed that analysis, which will be released in draft form in late June. Sorry I can't be of more assistance at this time.

Thanks,
Ted

Ted Reid
Principal Regional Planner
Planning, Development and Research Department

Metro | oregonmetro.gov
600 NE Grand AVE
Portland, OR 97232-2736

[redacted]

From: Dave Balfour <[redacted]>
Sent: Thursday, April 4, 2024 4:13 PM
To: 2040 <[redacted]>
Subject: [External sender]Sherwood West

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

Good afternoon,

I am working with the City of Sherwood and Clean Water Services on some land valuations in the Sherwood West expansion area.

It is my understanding that Sherwood is submitting to Metro the Sherwood West concept plan (attached) to Metro in a request for UGB expansion this year (2024).

I am hoping to report in my appraisal the likelihood or probability of Metro expanding UGB. I understand nothing is definitive, but I also want to know if there is a strong chance that the UGB expansion could be denied.

Thanks for your time. Feel free to call.

Dave

David E. Balfour, MAI
President, Portland Valuation Group, Inc.
Certified General Appraiser
Phone: [redacted]
[redacted], Sherwood, OR 97140

DOING BUSINESS AS:



THE VALUATION GROUP
[redacted]
Sherwood, Oregon 97140
Voice: [redacted] [redacted]

Metro Council
600 NE Grand Ave
Portland, OR 97232

August 20, 2024

Re: Sherwood West Concept Plan Proposal

To Whom It May Concern:

My name is David Balfour, and I am a Commercial Real Estate Appraiser and am also a resident of Sherwood. As such, I would like to document my **support** to approve the Sherwood West Concept Plan as proposed by the Sherwood Planning Department as both a commercial real estate expert and a community member.

As an appraiser and investor, the Sherwood market has historically exhibited extremely limited employment land supply. While performing appraisal work and comparing real property sales in Sherwood, Tualatin, Wilsonville, Hillsboro, Beaverton, and other communities, it is consistently evident that Sherwood is the most constrained in terms of land supply as well as building supply. This creates barriers to market entry for tenant business owners. As an appraiser and investor, I believe my experience in these markets qualify me to understand the supply and demand constraints as well as the economic opportunity for the community of Sherwood (and the Portland Metropolitan Area as a whole). It should be noted that I have been monitoring the following potential expansion areas outside of Sherwood West:

- While there are lands in Hillsboro that were approved for industrial expansion, I personally have worked on +/-30 projects in that area over the past 18 months and know that every parcel is spoken for by a developer or users (all the way out to Jackson School Road where the UGB boundary lies). Thus, Hillsboro does not provide a substantive supply relief option.
- North Plains voters rejected expansion plans in May 2024, again providing no relief to the Portland Metropolitan area's industrial land shortage.
- On the east side, there are many transportation projects and funding constraints preventing parcels along Highway 212 from development based upon information I have gathered from multiple appraisal assignments. Again, the east side of Interstate 5 does not provide substantive supply relief options.
- Furthermore, it is frustrating to watch the growth that Vancouver and Clark County are experiencing (and benefiting) from our businesses and companies relocating across the Willamette River for a variety of reasons including supply constraints. While that Southwest Washington submarket is soaring, the Portland Metropolitan area is losing business, jobs, and tax revenue which I believe can be partially offset by suburban land supply creation in Sherwood West.

- I want to point out that supply is constrained with hardly any fully served industrial sites. I was shocked to recently observe offers on a property that would take +/-5 years to simply perform site work (grading and utilities) to bring online for building construction.

Similarly, Sherwood has a shortage of residential housing supply which results in the available supply being significantly priced (upward pressure) and therefore unaffordable to many. I am a paid SSD employee (Football Coach) and volunteer on the Sherwood Youth Football Association Board where I hear from many parents that home pricing in Sherwood is extreme and prevents friends and family from moving to the area. Considering the planning and positioning of the Sherwood School District (which is one of the best in the state) to provide facilities that can accommodate substantive student growth, as well as surrounding lands that can support residential development, it is critical to increase residential land supply to maximize the Sherwood School District facilities and alleviate residential housing price affordability.

Lastly, and most critically, the recent roadway infrastructure improvements at two of Sherwood primary intersections (Sunset Blvd/Elwert Rd/Highway 99W and Roy Rogers Rd/Tualatin-Sherwood Rd/Highway 99WW) as well as the commuting routes of Roy Rogers Road and Tualatin-Sherwood Road, position both employment and residential users to benefit from urban expansion areas.

In closing, I believe that the community is well positioned from an infrastructure standpoint to support these expansion plans. Furthermore, expansion as proposed will strengthen the existing community and provide a highly desirable opportunity to work/live for the Portland Metropolitan area.

Therefore, I urge the Metro Council to approve the Sherwood West Concept Plan as proposed. Thank you for reading my testimony, your consideration of this matter is very much appreciated.

Sincerely,

David E. Balfour, MAI
[redacted]
Sherwood, OR 97140
Email: [redacted]
[redacted]

Miriam Hanes

From: Dave Balfour <[redacted]>
Sent: Tuesday, August 20, 2024 1:23 PM
To: Metro 2040
Subject: [External sender]Sherwood West Concept Plan Proposal - Written Testimony
Attachments: Dave Balfour Written Testimony.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hello,

Please see my written testimony regarding the Sherwood West Concept Plan Proposal. Let me know if you have any questions or need additional information.

David E. Balfour, MAI
The Valuation Group
[redacted]
Sherwood, Oregon 97140
P: [redacted]
This message was sent via voice text. Please forgive typographical errors.

Miriam Hanes

From: Brittni Beers <[redacted]>
Sent: Thursday, August 15, 2024 6:19 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Opposition to Sherwood West UGB Expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Brittni Beers-Branco

Sent from my iPhone

Miriam Hanes

From: Hella Betts <[redacted]>
Sent: Friday, January 26, 2024 11:08 AM
To: 2040
Subject: [External sender]Metro decision on a UGB expansion request end of this year (2024) Sherwood, OR

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good Morning Metro:

As a property owner of 13 acres on 19945 & 19525 SW Kruger Rd, Sherwood, Or - outside of the UGB, I strongly support to be included in the UGB. We are directly behind the new Sherwood High School with a "turn around intersection of Elwert and Kruger which causes traffic going from Newberg to Hillsboro. The congestion from the High School Literally makes the case for growth, road improvement, local businesses so students do not have to use cars to cross 99W. Sherwood is the "gateway to the coast and wine country" it would be SAD to be like Tigard and just be a "drive though".

This also could be a promotion advertising to come to "OREGON as a DESTINATION".

Thank you,
Hella Betts
[redacted]
Sherwood, OR 97140

August 9, 2024

Metro Councilor Christine Lewis
(via email)

Dear Councilor Lewis:

I am writing on behalf of the Borland Property Owners Association, which represents owners located along I-205 and south of the Tualatin River (map attached) – and which has been in "Urban Reserves" for many years. It is part of the largest area within Metro's boundary that is Urban Reserves, and it is the only formerly Tier 1 Urban Reserve not yet within a UGB. Our comments focus on the need for housing, recognizing that there also is a significant market need for business/industrial land.

Metro's Draft Urban Growth Report (DUGR) as presented to Council is not merely a statistical exercise. It is in fact a package of major policy decisions that should be rigorously discussed by the Council in open, regularly scheduled Council meetings and only after that voted upon.

The DUGR appears against a backdrop of what is widely described as a housing crisis: A shortage of tens of thousands of units of housing that is affordable to working Oregonians, as well as a severe shortage of housing accessible with either direct or indirect subsidies.

In summary, we have a large supply-demand imbalance. Lack of supply has driven Portland-area costs well above comparably sized, successful cities. For example, based on National Association of Realtors sale price data from Q1 2024 (attached):

- Charlotte, North Carolina, is about 10% larger than Portland but its housing costs are about 20% less.
- Pittsburgh is of comparable size and its housing costs are about 42% of those of Portland.
- Even Phoenix, Arizona, is nearly twice Portland's size by population and yet its housing costs are about 10% less.

All these areas are prosperous, desirable places to live – and are more affordable than Metro Portland.

This crisis prompted Metro to go to the ballot and get approval for an income tax to pay for housing subsidies, and it has prompted the Legislature and Governors to collaborate on passage of major housing measures in recent years.

And yet there has been little movement of Metro-controlled urban growth boundaries, the most tangible means by which Metro can increase the supply of legally buildable land and by doing so mitigate costs. If we really are in the midst of a housing crisis, then moving UGBs should be part of the action plan to counter it.

[redacted] Portland, Oregon 97229 [redacted] · [redacted]

Our problem has become a negative flywheel feeding on itself: Excessive costs discourage in-migration necessary to make up for the macro trend of an aging native population, primarily driven by the Baby Boom generation and decreasing family sizes among following generations. An aging population leads toward economic stagnation and limited opportunity for the working-age population.

While Metro cannot realistically change the macro aging trend among the native population, in-migration is well within Metro's policy influence. It is not merely a matter of picking a high, medium, or low in-migration projection. *The policy choice before the Metro Council is whether to encourage in-migration*. It can do so by greatly expanding the supply of housing land.

The DUGR also makes highly questionable assumptions about acceptable density. While noting that younger people are willing or even desire to live in dense multifamily housing, it fails to note that many of today's 20-somethings soon will be 30-somethings with young families seeking single-family homes with a yard. If Metro expands UGBs now, then the housing they likely will desire could be reasonably available within 10 years.

The report also notes increasing amounts of dense or attached single-family housing such as multistory townhouses, and projects proportionately more such housing *without acknowledging the growing need of the older component of the population for single-level housing*.

Metro has a responsibility to meet these needs, which cannot be met entirely by infill and redevelopment. It cannot meet its responsibility to provide for sufficient legally developable land by merely ratifying a report that, despite its earnest statistical analysis, is a series of guesses tilted toward a slow- or no-growth policy choice.

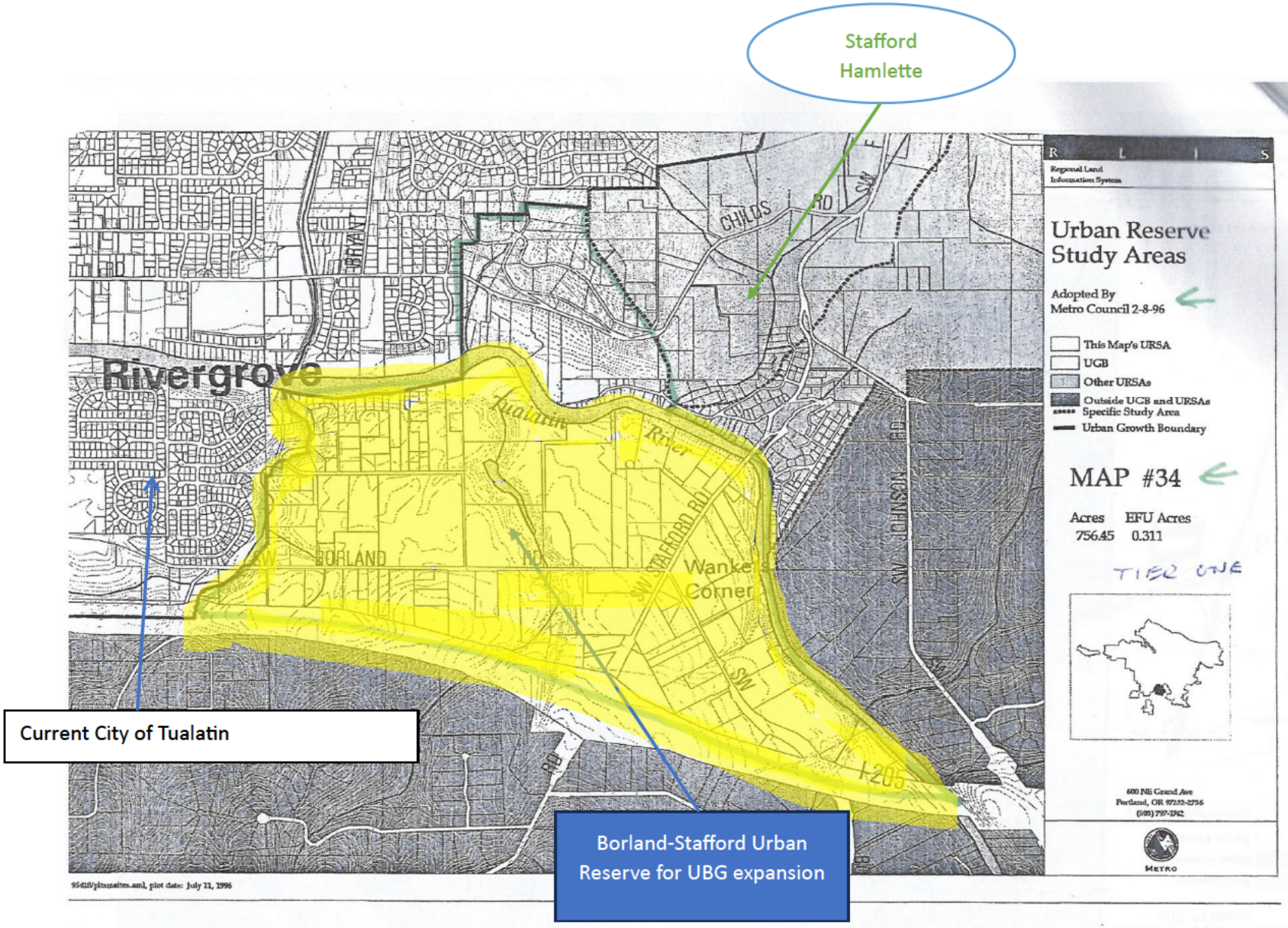
Borland can be part of the solution and help Metro meet its statutory responsibility. Based on consultation with civil engineers and developers over many years, we are confident that the developable acreage in Borland easily could accommodate approximately 1,500 units of mixed types of housing, along with an adequate supporting retail center. Its existing access to I-205 and major arterials, with improvements, make it an ideal location from which to commute to jobs along the I-205 and I-5 corridors.

To have the deepest, broadest impact on metropolitan Portland's shortage of both housing and industrial land, Metro must make bold policy decisions like bringing Borland out of Reserves and into a developable UGB.

Best regards,



Tom Holt
for Borland Property Owners Association


Stafford
Hamlette
Rivergrove
Tualatin River
CHILDS RD
SW
BORLAND RD
SW STAFFORD RD
SW JOHNSON RD
Wanke's Corner
I-205
Current City of Tualatin
Borland-Stafford Urban Reserve for UBG expansion
R L I S
Regional Land Information System
Urban Reserve Study Areas
Adopted By Metro Council 2-8-96
This Map's URSA
UGB
Other URSAs
Outside UGB and URSAs
Specific Study Area
Urban Growth Boundary
MAP #34
Acres 756.45
EFU Acres 0.311
TIER ONE
600 NE Grand Ave
Portland, OR 97232-2736
(503) 797-1742
METRO
95418/pitmaites.aml, plot date: July 11, 1996

Page 64

National Association of REALTORS®
Median Sales Price of Existing Single-Family Homes for Metropolitan Areas

CBSA Code	Metropolitan Area	2021	2022	2023 r	2023 I	2023 II	2023 III	2023 IV r	2024 I p	Q1-Q1 %Chya
					(Not Seasonally Adjusted, 000s)					
	U S	357 1	392 8	394 1	371 0	402 5	406 3	391 3	389 4	5 0%
	NE	394 1	426 0	444 4	394 1	452 6	467 7	441 0	437 6	11 0%
	MW	263 3	281 9	290 8	263 6	301 2	304 6	282 3	283 1	7 4%
	SO	317 5	359 5	362 0	345 9	367 6	367 9	359 4	357 3	3 3%
	WE	558 8	617 1	602 6	559 3	609 5	623 2	609 3	600 3	7 3%
40980	Saginaw, MI	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
41940	San Jose-Sunnyvale-Santa Clara, CA	1640 0	1797 8	1765 0	1618 4	1800 0	1850 0	1750 3	1840 0	13 7%
11244	Anaheim-Santa Ana-Irvine, CA	1099 0	1235 0	1260 0	1195 5	1250 0	1305 0	1299 5	1365 0	14 2%
41860	San Francisco-Oakland-Hayward, CA	1320 0	1350 0	1272 5	1140 0	1335 0	1300 0	1251 0	1300 0	14 0%
46520	Urban Honolulu, HI	996 2	1126 7	1055 9	1029 0	1060 7	1061 9	1069 4	1085 8	5 5%
41740	San Diego-Carlsbad, CA	830 0	911 0	931 2	880 0	942 4	978 5	931 6	981 0	11 5%
42020	San Luis Obispo-Paso Robles, CA	762 1	889 3	888 6	850 2	890 9	889 9	912 1	909 3	7 0%
37100	Oxnard-Thousand Oaks-Ventura, CA	980 2	896 9	903 3	844 8	904 9	921 5	916 8	908 7	7 6%
41500	Salinas, CA	886 6	899 2	933 4	863 9	915 6	945 3	993 9	899 2	4 1%
34940	Naples-Immokalee-Marco Island, FL	645 0	782 0	790 0	777 0	850 0	770 0	755 0	850 0	9 4%
31084	Los Angeles-Long Beach-Glendale, CA	801 3	849 4	833 4	746 8	789 4	897 6	884 4	823 0	10 2%
14500	Boulder, CO	782 7	857 8	857 2	836 9	871 2	857 8	849 4	822 4	-1 7%
42660	Seattle-Tacoma-Bellevue, WA	698 6	756 2	735 0	699 3	760 8	744 3	732 2	755 3	8 0%
14460	Boston-Cambridge-Newton, MA-NH	642 2	685 6	714 0	644 4	734 2	745 1	704 7	704 7	9 4%
12700	Barnstable Town, MA	617 8	683 0	715 4	672 7	711 5	731 0	737 8	701 7	4 3%
35004	Nassau County-Suffolk County, NY	635 1	670 8	683 5	653 2	673 4	702 3	696 6	695 9	6 5%
35614	New York-Jersey City-White Plains, NY-NJ	535 8	589 2	623 9	560 2	608 8	650 5	659 2	663 1	18 4%
35620	New York-Newark-Jersey City, NY-NJ-PA	561 0	607 6	636 9	577 3	629 0	665 0	659 3	659 2	14 2%
14860	Bridgeport-Stamford-Norwalk, CT	630 0	657 7	694 1	600 7	722 4	728 5	681 9	658 1	9 6%
19740	Denver-Aurora-Lakewood, CO	607 1	670 1	661 0	636 1	674 5	673 0	652 3	651 0	2 3%
42140	Santa Fe, NM	535 5	610 3	638 7	608 7	641 0	669 4	629 7	631 1	3 7%
33100	Miami-Fort Lauderdale-West Palm Beach, FL	480 0	557 5	593 0	560 0	605 0	602 5	600 0	625 0	11 6%
35084	Newark, NJ-PA	512 3	563 3	621 7	513 4	635 6	672 7	628 4	610 1	18 8%
39900	Reno, NV	531 8	596 6	585 8	535 8	585 8	608 0	599 0	605 9	13 1%
22660	Fort Collins, CO	514 3	610 0	611 2	590 4	628 9	622 1	586 1	604 5	2 4%
47900	Washington-Arlington-Alexandria, DC-VA-MD-WV	544 3	585 0	602 7	557 2	629 0	612 6	591 7	600 2	7 7%
40140	Riverside-San Bernardino-Ontario, CA	510 0	565 0	565 0	550 0	570 0	565 0	565 5	579 9	5 4%
38900	Portland-Vancouver-Hillsboro, OR-WA	536 4	591 0	584 8	556 8	599 4	593 4	579 4	574 0	3 1%
41100	St George, UT	462 7	583 2	537 6	512 2	548 0	541 9	541 6	554 8	8 3%
41620	Salt Lake City, UT	486 1	569 1	542 2	522 7	546 9	554 5	541 0	551 2	5 5%
40900	Sacramento--Roseville--Arden-Arcade, CA	500 0	540 0	527 1	500 0	530 0	542 0	535 0	533 9	6 8%
38860	Portland-South Portland, ME	418 1	473 0	505 1	462 8	538 7	528 0	495 5	512 4	10 7%
35840	North Port-Sarasota-Bradenton, FL	405 0	505 6	510 0	500 0	525 0	515 0	499 9	510 0	2 0%
31700	Manchester-Nashua, NH	412 6	466 0	485 3	441 9	489 5	505 6	486 8	508 4	15 0%
39340	Provo-Orem, UT	475 7	569 1	510 5	492 6	520 3	532 7	500 9	507 4	3 0%
24540	Greeley, CO	453 0	489 3	484 9	471 7	489 0	491 7	484 5	482 6	2 3%
36260	Ogden-Clearfield, UT	417 8	483 0	475 1	451 9	485 6	481 7	478 6	482 1	6 7%
14260	Boise City-Nampa, ID	468 6	491 6	474 0	440 7	480 8	485 9	478 1	471 5	7 0%
39300	Providence-Warwick, RI-MA	396 1	440 9	460 9	417 0	462 3	480 1	467 5	470 7	12 9%
38060	Phoenix-Mesa-Scottsdale, AZ	415 4	477 9	459 6	439 7	464 2	467 2	466 5	470 5	7 0%
12420	Austin-Round Rock, TX	488 6	555 4	481 2	467 9	496 3	485 7	466 4	466 7	-0 3%
29820	Las Vegas-Henderson-Paradise, NV	397 0	466 4	450 4	431 4	449 6	460 6	459 6	465 4	7 9%
21660	Eugene, OR	417 1	463 9	465 4	451 0	475 4	476 9	450 4	462 7	2 6%
20524	Dutchess County-Putnam County, NY	397 0	431 8	440 3	397 0	434 7	460 1	457 0	454 1	14 4%
48900	Wilmington, NC	355 3	410 1	441 5	416 5	439 4	456 5	447 5	453 7	8 9%
15540	Burlington-South Burlington, VT	389 2	442 2	471 1	429 5	486 5	478 1	468 9	448 9	4 5%
17820	Colorado Springs, CO	432 9	463 4	460 4	444 7	467 1	466 3	459 3	448 8	0 9%
41420	Salem, OR	411 1	451 7	452 7	453 7	451 0	456 2	449 7	446 0	-1 7%
31540	Madison, WI	361 5	392 7	417 9	397 9	429 2	428 3	403 7	445 3	11 9%
11700	Asheville, NC	378 6	426 9	456 6	435 2	456 0	463 5	466 6	444 7	2 2%
11460	Ann Arbor, MI	348 8	373 8	435 3	398 0	485 0	448 0	410 0	440 9	10 8%
20500	Durham-Chapel Hill, NC	397 9	453 6	468 3	412 6	495 5	483 2	460 0	440 9	6 9%
39580	Raleigh, NC	392 8	455 3	459 9	420 0	471 6	478 6	461 2	439 8	4 7%
30860	Logan, UT-ID	364 2	441 6	431 7	441 9	440 6	421 0	424 3	436 1	-1 3%
42680	Sebastian-Vero Beach, FL	325 0	375 0	387 5	384 0	412 0	373 4	385 0	435 8	13 5%
36740	Orlando-Kissimmee-Sanford, FL	356 9	420 0	434 0	419 9	435 0	436 5	442 0	435 0	3 6%
49340	Worcester, MA-CT	371 7	409 1	436 6	387 6	452 0	456 5	434 3	430 9	11 2%
28420	Kennewick-Richland, WA	380 9	440 3	428 4	425 4	428 9	433 6	422 8	426 9	0 4%
38940	Port St Lucie, FL	332 0	400 0	409 9	391 5	410 0	413 6	420 0	425 0	8 6%
40060	Richmond, VA	342 8	374 0	393 0	362 3	395 0	401 7	412 8	425 0	17 3%
16700	Charleston-North Charleston, SC	375 2	416 1	423 2	406 0	430 2	421 5	429 0	421 4	3 8%

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	Metropolitan Area	2021	2022	2023 r	2023 I	2023 II	2023 III	2023 IV r	2024 I p	Q1-Q1 %Chya
					(Not Seasonally Adjusted, 000s)					
15980	Cape Coral-Fort Myers, FL	360 0	430 0	420 0	434 0	439 0	405 0	400 0	415 0	-4 4%
11260	Anchorage, AK	380 6	408 4	423 9	395 6	441 0	437 2	400 8	412 0	4 1%
28740	Kingston, NY	346 6	379 7	401 1	358 9	394 5	427 1	421 8	411 1	14 5%
23420	Fresno, CA	370 0	410 0	410 0	390 0	420 0	420 0	405 0	410 0	5 1%
23580	Gainesville, GA	345 0	393 9	401 5	383 5	420 4	401 5	398 7	405 8	5 8%
44060	Spokane-Spokane Valley, WA	382 1	423 9	412 7	383 4	424 4	433 2	397 6	405 4	5 7%
45300	Tampa-St Petersburg-Clearwater, FL	330 0	400 0	405 0	390 0	409 9	415 0	410 0	405 2	3 9%
34980	Nashville-Davidson--Murfreesboro--Franklin, TN	349 5	403 7	401 5	385 8	401 3	413 6	405 3	404 3	4 8%
18880	Crestview-Fort Walton Beach-Destin, FL	384 1	420 0	410 0	400 0	432 0	407 0	394 6	399 0	-0 2%
16740	Charlotte-Concord-Gastonia, NC-SC	354 1	397 7	398 0	387 2	403 1	406 9	395 1	398 3	2 9%
17020	Chico, CA	419 8	439 6	409 2	387 4	412 9	424 7	407 0	397 0	2 5%
27260	Jacksonville, FL	325 0	386 5	389 4	370 0	390 9	390 0	392 7	390 0	5 4%
46060	Tucson, AZ	331 2	371 9	377 1	362 6	383 3	381 6	378 8	389 7	7 5%
12580	Baltimore-Columbia-Towson, MD	358 1	378 2	388 6	357 8	399 8	406 3	383 9	385 0	7 6%
45940	Trenton, NJ	353 7	367 8	398 8	338 8	409 4	434 2	419 7	380 4	12 3%
39460	Punta Gorda, FL	315 0	388 9	375 0	378 0	380 0	374 4	371 0	379 8	0 5%
19100	Dallas-Fort Worth-Arlington, TX	336 7	385 5	381 9	372 4	389 8	385 7	376 2	377 7	1 4%
33460	Minneapolis-St Paul-Bloomington, MN-WI	354 8	375 4	379 9	361 5	386 7	387 9	374 0	373 5	3 3%
12020	Athens-Clarke County, GA	293 1	349 4	369 8	349 9	385 4	366 9	371 7	372 9	6 6%
12540	Bakersfield, CA	323 2	364 6	370 4	358 9	371 9	383 3	367 3	370 3	3 2%
37340	Palm Bay-Melbourne-Titusville, FL	305 0	356 4	359 0	350 0	360 0	365 0	360 0	370 0	5 7%
12060	Atlanta-Sandy Springs-Marietta, GA	317 2	365 1	370 0	354 3	376 5	379 2	366 9	369 2	4 2%
34820	Myrtle Beach-Conway-North Myrtle Beach, SC-NC	294 0	364 3	366 5	368 4	368 3	366 7	362 5	366 1	-0 6%
35300	New Haven-Milford, CT	300 0	339 0	356 9	314 8	365 8	373 1	363 7	364 9	15 9%
19660	Deltona-Daytona Beach-Ormond Beach, FL	290 0	349 9	355 0	345 0	355 0	357 0	362 4	360 0	4 3%
23540	Gainesville, FL	299 6	340 0	354 0	335 5	366 0	360 0	344 0	354 4	5 6%
33340	Milwaukee-Waukesha-West Allis, WI	319 0	345 3	372 4	339 6	387 4	386 1	359 0	354 0	4 2%
16940	Cheyenne, WY	320 6	354 7	360 9	341 2	363 2	376 1	359 4	351 7	3 1%
28940	Knoxville, TN	279 0	325 1	341 3	323 0	342 4	350 6	346 9	351 2	8 7%
37460	Panama City, FL	298 5	353 6	365 0	365 0	370 0	366 6	361 9	351 0	-3 8%
25540	Hartford-West Hartford-East Hartford, CT	297 8	325 8	355 9	314 9	357 8	375 1	358 2	350 4	11 3%
16980	Chicago-Naperville-Elgin, IL-IN-WI	330 4	345 6	351 2	321 0	362 6	365 1	343 3	349 3	8 8%
22220	Fayetteville-Springdale-Rogers, AR-MO	271 2	329 2	346 9	328 8	356 0	349 3	347 5	342 7	4 2%
37980	Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	305 0	333 1	349 8	315 3	352 9	368 5	353 5	342 5	8 6%
10740	Albuquerque, NM	292 5	336 6	353 3	335 2	361 4	363 2	348 7	341 8	2 0%
49420	Yakima, WA	327 1	352 1	350 6	335 7	356 7	354 3	349 6	341 5	1 7%
35980	Norwich-New London, CT	296 0	326 4	345 9	310 1	345 9	361 4	353 9	337 0	8 7%
47260	Virginia Beach-Norfolk-Newport News, VA-NC	285 0	323 9	334 4	313 2	339 7	344 5	335 0	336 5	7 4%
26420	Houston-The Woodlands-Sugar Land, TX	304 1	345 0	340 3	327 0	348 3	345 6	336 6	334 1	2 2%
44140	Springfield, MA	287 5	318 1	336 2	296 0	336 0	355 1	337 8	333 7	12 7%
29460	Lakeland-Winter Haven, FL	270 0	335 0	334 4	329 0	335 9	335 0	335 6	333 3	1 3%
40340	Rochester, MN	291 2	319 0	319 8	303 8	332 7	315 6	316 5	331 3	9 1%
12100	Atlantic City-Hammonton, NJ	293 3	319 2	318 5	288 7	317 5	336 9	328 8	330 9	14 6%
17860	Columbia, MO	255 0	288 9	304 1	290 6	310 1	316 4	294 8	329 0	13 2%
24860	Greenville-Anderson-Mauldin, SC	279 1	322 3	335 5	310 0	333 9	340 4	351 8	326 9	5 5%
24340	Grand Rapids-Wyoming, MI	267 7	297 7	317 8	290 5	330 3	329 4	309 2	325 4	12 0%
20100	Dover, DE	283 8	304 1	318 0	294 7	323 3	333 4	313 6	323 6	9 8%
10900	Allentown-Bethlehem-Easton, PA-NJ	266 4	297 2	326 6	298 0	330 7	338 2	325 1	321 8	8 0%
43620	Sioux Falls, SD	269 5	314 3	325 9	286 1	341 4	333 6	322 5	321 3	12 3%
15500	Burlington, NC	250 5	307 8	317 2	304 6	313 2	327 9	320 2	320 9	5 4%
37860	Pensacola-Ferry Pass-Brent, FL	281 0	325 0	324 0	319 9	330 0	325 0	317 3	320 0	0 0%
29540	Lancaster, PA	260 6	292 1	313 7	279 7	318 8	327 8	320 5	318 3	13 8%
39380	Pueblo, CO	286 7	305 3	308 5	312 4	307 0	309 5	304 7	314 8	0 8%
26620	Huntsville, AL	280 4	324 9	324 2	313 6	324 3	325 2	333 5	313 9	0 1%
28140	Kansas City, MO-KS	279 2	309 5	320 1	291 0	333 9	328 8	315 8	308 6	6 0%
18140	Columbus, OH	274 1	301 1	312 7	284 7	327 5	323 4	307 1	306 6	7 7%
41700	San Antonio-New Braunfels, TX	291 2	337 7	326 8	320 5	334 1	332 1	315 7	305 8	-4 6%
45220	Tallahassee, FL	273 7	310 0	323 3	305 0	332 0	326 2	322 0	305 0	0 0%
27740	Johnson City, TN	231 5	263 6	288 4	253 9	294 3	301 5	292 5	302 9	19 3%
16860	Chattanooga, TN-GA	255 3	290 0	296 2	281 8	297 4	313 1	293 2	302 3	7 3%
26980	Iowa City, IA	258 1	277 8	292 5	271 6	297 7	301 5	286 7	302 1	11 2%
26900	Indianapolis-Carmel-Anderson, IN	260 5	294 6	305 2	289 3	311 2	316 4	300 1	300 1	3 7%
38340	Pittsfield, MA	302 4	326 0	331 9	287 4	287 4	353 1	349 9	300 0	4 4%
17420	Cleveland, TN	248 7	290 3	301 0	285 3	301 9	322 2	290 3	297 3	4 2%
49180	Winston-Salem, NC	235 6	280 5	289 9	277 0	292 2	299 4	287 8	295 8	6 8%
13820	Birmingham-Hoover, AL	271 2	303 9	301 1	276 5	315 8	310 2	301 9	295 0	6 7%
35100	New Bern, NC	221 9	252 3	281 0	250 5	301 4	282 1	283 8	293 7	17 2%
43900	Spartanburg, SC	235 4	272 3	289 8	278 7	291 1	295 1	294 6	292 7	5 0%
13900	Bismarck, ND	273 7	271 0	277 0	258 5	277 4	293 0	269 6	290 0	12 2%
25180	Hagerstown-Martinsburg, MD-WV	245 4	271 9	286 0	264 4	293 2	289 3	290 7	288 4	9 1%

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					(Not Seasonally Adjusted, 000s)					%Chya
19780	Des Moines-West Des Moines, IA	258 2	274 9	288 0	265 3	296 6	297 6	282 6	288 0	8 6%
24580	Green Bay, WI	234 5	259 4	289 8	257 6	296 4	305 2	282 6	288 0	11 8%
36540	Omaha-Council Bluffs, NE-IA	242 0	272 6	290 0	274 1	297 5	297 8	282 3	286 1	4 4%
36100	Ocala, FL	230 0	280 0	285 0	279 9	287 1	286 0	289 0	285 3	1 9%
11540	Appleton, WI	241 0	263 9	284 6	274 9	284 7	293 3	279 5	284 9	3 6%
43300	Sherman-Denison, TX	254 2	277 1	282 9	256 1	296 2	288 5	285 2	284 6	11 1%
24660	Greensboro-High Point, NC	228 6	270 3	282 4	266 2	287 0	287 7	286 3	283 8	6 6%
30700	Lincoln, NE	245 1	273 1	288 6	275 0	292 7	295 9	286 2	283 0	2 9%
25860	Hickory-Lenoir-Morganton, NC	231 2	257 3	285 4	271 6	284 0	299 2	284 5	282 9	4 2%
22020	Fargo, ND-MN	255 9	283 8	288 9	267 9	300 8	290 2	284 5	282 5	5 4%
10580	Albany-Schenectady-Troy, NY	257 6	279 6	296 6	259 8	296 3	313 2	307 4	281 4	8 3%
17140	Cincinnati, OH-KY-IN	243 4	263 0	282 0	252 2	294 2	293 3	278 2	280 6	11 3%
35380	New Orleans-Metairie, LA	268 1	285 6	275 9	265 2	287 1	281 5	263 3	277 7	4 7%
40220	Roanoke, VA	244 5	267 7	278 2	266 7	284 2	283 1	277 7	276 0	3 5%
22140	Farmington, NM	215 7	248 0	259 7	240 7	251 5	273 8	265 9	274 9	14 2%
39540	Racine, WI	228 2	250 2	262 0	230 4	258 3	272 9	274 9	274 1	19 0%
32820	Memphis, TN-MS-AR	248 7	271 6	274 5	268 6	287 9	280 0	255 8	272 4	1 4%
17900	Columbia, SC	233 2	269 9	273 3	262 8	277 6	276 9	273 0	268 4	2 1%
14540	Bowling Green, KY	236 4	256 5	272 6	249 2	275 8	274 9	283 9	267 2	7 2%
30460	Lexington-Fayette, KY	224 2	242 5	257 8	242 2	261 3	265 1	258 8	267 0	10 2%
18580	Corpus Christi, TX	250 0	273 4	273 7	263 7	274 9	279 5	276 3	266 6	1 1%
19460	Decatur, AL	204 2	234 1	247 0	240 5	245 8	263 1	238 4	262 6	9 2%
31140	Louisville/Jefferson County, KY-IN	235 6	254 2	263 8	246 0	270 9	271 9	262 3	262 0	6 5%
13980	Blacksburg-Christiansburg, VA	250 2	272 2	284 9	255 7	308 4	295 2	271 2	261 6	2 3%
12940	Baton Rouge, LA	249 4	269 2	264 7	262 9	268 6	263 7	262 9	260 0	-1 1%
10180	Abilene, TX	215 4	239 0	240 1	238 2	235 1	253 3	234 6	258 4	8 5%
39740	Reading, PA	216 2	234 0	259 8	231 8	267 5	271 2	261 0	258 0	11 3%
21340	El Paso, TX	200 8	237 1	240 6	224 2	221 8	254 6	261 8	257 7	14 9%
47580	Warner Robins, GA	214 8	239 3	258 4	253 0	254 5	267 6	255 5	257 1	1 6%
27340	Jacksonville, NC	203 8	237 6	258 8	243 5	265 2	265 2	257 8	253 3	4 0%
49620	York-Hanover, PA	221 0	240 8	258 7	242 5	265 8	264 9	256 4	253 1	4 4%
25420	Harrisburg-Carlisle, PA	219 3	239 1	252 6	230 6	250 7	268 2	254 5	252 4	9 5%
36420	Oklahoma City, OK	194 2	223 4	243 8	227 3	247 6	251 2	243 3	251 0	10 4%
28700	Kingsport-Bristol-Bristol, TN-VA	191 4	223 3	255 6	237 8	257 6	261 8	260 3	250 5	5 3%
46140	Tulsa, OK	221 6	242 3	254 3	238 8	262 0	258 7	255 5	250 0	4 7%
23844	Gary-Hammond, IN	223 3	247 1	253 8	236 9	260 9	259 1	254 8	249 3	5 2%
41180	St Louis, MO-IL	226 1	245 3	254 4	231 1	266 2	268 6	243 7	241 1	4 3%
22180	Fayetteville, NC	189 8	217 9	234 0	220 3	239 8	240 1	233 2	240 2	9 0%
19820	Detroit-Warren-Deaborn, MI	245 7	250 9	251 1	227 0	265 3	266 6	241 5	240 0	5 7%
19380	Dayton, OH	193 1	212 3	238 1	206 3	234 8	251 8	240 7	237 5	15 1%
44180	Springfield, MO	198 6	231 9	240 6	225 3	247 0	246 6	238 7	236 9	5 1%
24020	Glens Falls, NY	231 1	245 9	252 6	229 5	225 5	274 3	278 4	236 2	2 9%
30980	Longview, TX	210 5	239 7	240 8	232 5	243 8	245 2	240 6	234 8	1 0%
20260	Duluth, MN-WI	218 9	233 2	254 3	217 7	276 3	263 1	243 4	234 5	7 7%
14010	Bloomington, IL	184 3	208 8	231 5	196 9	239 0	243 4	230 4	233 3	18 5%
23060	Fort Wayne, IN	189 9	214 1	228 3	205 4	236 6	239 3	222 2	232 7	13 3%
22540	Fond du Lac, WI	177 0	190 9	233 9	187 7	243 4	238 6	224 4	232 2	23 7%
31180	Lubbock, TX	206 9	229 8	229 1	222 4	231 7	230 2	230 1	230 4	3 6%
15380	Buffalo-Cheektowaga-Niagara Falls, NY	209 9	230 0	240 5	206 8	236 8	260 6	243 5	229 7	11 1%
36780	Oshkosh-Neenah, WI	192 8	220 2	249 1	218 9	251 4	261 5	248 0	227 2	3 8%
11100	Amarillo, TX	202 1	218 4	222 9	210 2	223 6	230 7	225 7	222 9	6 0%
22500	Florence, SC	183 2	206 8	215 2	204 0	208 2	230 5	217 3	222 0	8 8%
13140	Beaumont-Port Arthur, TX	199 7	214 7	210 9	209 7	214 8	212 3	199 4	220 7	5 2%
48620	Wichita, KS	191 2	209 4	216 2	203 9	220 7	224 3	210 6	219 9	7 8%
27140	Jackson, MS	220 2	241 6	224 8	218 9	240 8	234 2	195 5	219 1	0 1%
33660	Mobile, AL	195 9	211 4	221 2	215 3	228 7	233 8	206 9	218 3	1 4%
43340	Shreveport-Bossier City, LA	196 4	213 6	216 0	215 6	224 8	210 5	211 2	213 6	-0 9%
40380	Rochester, NY	192 1	211 0	231 9	190 4	240 6	247 0	230 5	212 4	11 6%
25060	Gulfport-Biloxi-Pascagoulia, MS	192 1	213 8	220 8	205 3	229 2	222 4	219 1	210 8	2 7%
36980	Owensboro, KY	174 4	189 5	196 5	189 9	194 3	212 7	194 3	210 2	10 7%
29620	Lansing-East Lansing, MI	189 8	203 7	212 8	179 4	226 1	227 2	210 3	208 0	15 9%
38300	Pittsburgh, PA	205 5	213 5	216 3	191 0	225 9	231 1	210 2	207 1	8 4%
31420	Macon-Bibb, GA	180 0	213 1	215 4	201 8	219 9	219 2	215 1	206 8	2 5%
16020	Cape Girardeau, MO-IL	186 4	202 0	216 1	196 5	222 1	221 1	219 8	205 1	4 4%
16300	Cedar Rapids, IA	182 8	196 4	205 3	186 3	207 2	218 9	206 0	203 3	9 1%
30780	Little Rock-North Little Rock-Conway, AR	184 6	205 6	208 9	203 0	212 6	216 7	200 0	202 8	-0 1%
27900	Joplin, MO	158 7	177 7	183 9	173 4	188 3	193 6	181 3	201 7	16 3%
45060	Syracuse, NY	177 5	195 1	214 7	176 3	211 6	232 1	222 7	198 8	12 8%
33860	Montgomery, AL	189 5	198 7	201 4	185 4	214 2	210 2	193 4	198 1	6 9%
28100	Kankakee, IL	176 9	188 7	192 2	158 3	196 8	212 4	198 4	193 1	22 0%

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					(Not Seasonally Adjusted, 000s)					%Chya
17460	Cleveland-Elyria, OH	198 8	215 7	214 3	191 4	228 7	236 7	190 7	191 9	0 3%
48660	Wichita Falls, TX	158 6	178 6	187 6	183 6	193 3	176 6	196 9	188 9	2 9%
16580	Champaign-Urbana, IL	178 3	191 1	200 9	157 2	211 9	222 9	195 1	188 6	20 0%
10420	Akron, OH	179 8	196 7	196 4	172 7	206 0	220 3	181 5	185 7	7 5%
45820	Topeka, KS	169 2	179 0	190 3	172 1	194 6	199 6	192 3	183 9	6 9%
15940	Canton-Massillon, OH	168 8	175 0	187 9	178 1	188 8	199 8	180 1	183 3	2 9%
43780	South Bend-Mishawaka, IN-MI	173 0	194 9	196 6	183 0	200 7	209 4	189 5	180 0	-1 6%
40420	Rockford, IL	156 2	162 5	172 6	149 7	176 3	181 7	175 7	179 8	20 1%
11500	Anniston-Oxford, AL	154 7	164 8	178 8	160 3	180 0	184 2	188 9	179 1	11 7%
47940	Waterloo-Cedar Falls, IA	152 4	166 7	169 0	159 1	171 5	174 2	171 9	177 0	11 3%
16620	Charleston, WV	161 3	167 4	174 7	156 6	173 5	190 5	177 3	175 8	12 3%
19340	Davenport-Moline-Rock Island, IA-IL	152 3	160 4	170 3	146 8	179 8	178 8	168 1	168 6	14 9%
45780	Toledo, OH	158 5	167 2	174 1	156 0	177 2	184 2	175 0	165 5	6 1%
21500	Erie, PA	146 6	158 3	169 2	155 3	169 0	174 2	174 2	164 1	5 7%
44100	Springfield, IL	146 7	157 0	163 2	147 9	162 6	170 1	166 2	163 0	10 2%
13780	Binghamton, NY	145 5	152 4	162 2	141 8	160 0	173 7	167 1	158 9	12 1%
49660	Youngstown-Warren-Boardman, OH-PA	133 3	139 9	147 6	133 6	157 3	151 3	146 3	142 5	6 7%
19060	Cumberland, MD-WV	132 9	134 8	142 7	120 0	145 4	152 4	149 5	141 8	18 2%
21300	Elmira, NY	142 0	149 1	150 9	160 0	144 5	156 6	142 7	135 8	-15 1%
37900	Peoria, IL	130 5	138 2	148 4	128 6	156 6	157 5	144 2	127 2	-1 1%
19500	Decatur, IL	112 6	120 0	126 0	110 3	133 4	128 2	125 1	122 8	11 3%
78010	St Croix, Virgin Islands	319 4	347 0	342 5	289 0	340 0	300 0	379 5	335 0	15 9%

*All areas are metropolitan statistical areas (MSA) as defined by the US Office of Management and Budget though in some areas an exact match is not possible from the available data
MSAs include the named central city and surrounding areas and may not match local reporting due to differences in specification N/A Not Available p Preliminary r Revised
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Miriam Hanes

From: Eryn Kehe
Sent: Monday, August 12, 2024 11:50 AM
To: Miriam Hanes
Subject: FW: Borland Property Owners letter on UGR
Attachments: Stafford-Borland Map.pdf; metro-home-prices-q1-2024-ranked-median-single-family-2024-05-08.pdf; Councilor Lewis Urban Growth Report letter - Borland Property Owners.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

The three of these document together constitute a public comment to the draft UGR. Can you save as one PDF with the letter first and include in the record?

Eryn

Eryn Deeming Kehe, AICP | Metro | Urban Policy and Development Manager
My gender pronouns: she her, hers | [redacted]

From: Ramona Perrault <[redacted]
Sent: Monday, August 12, 2024 11:43 AM
To: Andy Shaw <[redacted]>; Eryn Kehe [redacted]>; Ted Reid [redacted]
Subject: FW: Borland Property Owners letter on UGR

Just keeping folks in the loop.

Ramona Perrault
Policy Advisor
Metro
600 NE Grand Avenue
Portland, OR 97232-2736
[redacted]

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From: Tom Holt <[redacted]>
Sent: Monday, August 12, 2024 10:16 AM
To: Christine Lewis [redacted]
Cc: Ramona Perrault [redacted]
Subject: [External sender]RE: Borland Property Owners letter on UGR

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Apologies for the additional email. I left out a pair of attachments. Complete package attached.

Tom Holt
[redacted]
Book a meeting: [redacted]

From: Tom Holt
Sent: Monday, August 12, 2024 9:51 AM
To: [redacted]
Cc: [redacted]
Subject: Borland Property Owners letter on UGR

Councilor Lewis –

Please see the attached letter on behalf of the Borland Property Owners Association.

Best regards,
Tom Holt
The Holt Company
Government & Public Affairs
[redacted]
To schedule meeting with me: [redacted]

Port of Portland

August 19, 2024

SENT VIA EMAIL AND US MAIL

Marissa Madrigal, Chief Operating Officer
Oregon Metro
600 NE Grand Ave.
Portland, OR 97232

RE: Comments on 2024 Draft Metro Urban Growth Report

Dear Ms. Madrigal:

Thank you for the opportunity to comment on the 2024 Draft Metro Urban Growth Report (Draft UGR) on behalf of the Port of Portland (Port).

The Port is a major industrial landowner in the region and active participant in economic development efforts statewide, such as the Governor's Semiconductor Competitiveness Task Force and Clean Tech Manufacturing Task Force. We are also active members of several Metro-convened policy committees, including the stakeholder roundtable convened to inform the 2024 growth management decision. Based on these perspectives, we have closely reviewed the Draft UGR, and submit the attached technical comments.

At a high level, we recognize the bounds of this exercise and appreciate the work Metro has done to provide insight into the process and invite a variety of perspectives. At the same time, we are concerned that industrial land demand is understated, and the effective supply is overstated. Readiness and viability for development rely on several factors beyond acerage alone, and we fear that identifying a surplus of supply without this realistic overlay could have negative policy implications by limiting much needed public and private investment in site readiness within the Urban Growth Boundary (UGB).

Creating opportunities to grow traded sector employment is essential to Oregon, which is dependent on income tax, as well as providing living wage jobs for residents. In addition, this finding impacts other important policy documents, such as the Regional Transportation Plan.

Given the importance of this topic to the region and the state, we look forward to working with Metro and other partners on processes to ensure an adequate supply of industrial land moving forward. Such partnerships could include revisiting Metro's 2040 Growth Concept to identify long term strategies to provide for an adequate industrial land supply, particularly for key traded sector industries. It would also be helpful for regional partners to update both the Site Readiness Toolkit and the Brownfields Inventory. Having this objective and current information, with mutually aligned methodology, will help us better craft and execute strategies aimed at our common economic development, land use and transportation goals.

Thank you again for the opportunity to engage and comment. Please let us know if you have questions or if you are interested in discussing any of these points in more detail.

Sincerely,

Teresa Carr,
Director, Business Development & Properties

Port of Portland

Port of Portland Technical Comments on Draft UGR

- Potential Underestimate of Land Demand: The cumulative impact of the assumption in Appendix 3 appears to be leading to an underestimate of land demand for specific use categories such as warehouse/distribution.
  - Appendix 3-assumptions about industrial building square footage appear to be too low. Several Port warehouse/distribution tenants have over 5000/sf per employee, underscoring a long-term trend toward automation and mechanization in the logistics industry.
  - Appendix 3-assumptions for industrial floor area ratio (FAR) of .25-.5 is likely too high, based on users that require extensive exterior storage and/or laydown areas, for example auto importers/exporters, ship repair and wind energy fabrication.
  - Appendix 3 Table 2 indicates that the distribution of building types for the Transportation, Warehouse & Utilities sector (NAICS 22,48- 49) is "31% Office, 6% Institution, 10% Flex/BP, 1% Gen Industrial, 43% Warehouse, 9% retail". Based on our experience, the assumed amount of warehouse building type for this sector should be much higher and certainly the majority of building space.

- Inventory Criteria: At the 7/17/24 MTAC meeting, Metro staff was asked about including industrial land with a 7% or greater slope in the inventory. A representative from Washington County noted that land with a 5% slope is typically used for industrial land inventories. When asked how much land would come out of the inventory if a 5% slope was used as the metric, Metro staff indicated "about 1,300 acres". This single correction would result in a 22% reduction of the purported 5,900 acres of industrial inventory identified in the Draft UGR.
  - Appendix 6 notes that the median size for industrial parcels in the assumed inventory is .6 acres, comprising a total of 1,934 acres. Parcels this small are not suitable for an industrial use even if they are zoned industrially. "Suitable" under OAR 660 means serviceable land designated for industri or other employment use that provides, or can be expected to provide the appropriate site characteristics for the proposed use. The implication is that likely hundreds of acres currently counted as part of the existing industrial land inventory in the Draft UGR may not be suitable for industrial purposes.

- Sherwood Expansion Proposal: The single expansion proposal under consideration for the 2024 growth management decision is from the City of Sherwood. The Port provided a letter in support of the proposal in March, 2024 and we continue our support. In particular, we support adding industrial land that could accommodate semiconductor and other traded sector industries. To ensure those lands are available for industrial use, Metro may want to consider amending the Title 4 map to apply a Regionally Significant Industrial Area (RSIA) designation. Further, while the Port is not opposed to the inclusion of "Hospitality" land per se, we feel this category (and the need for such land) should be better defined to avoid setting an unintended precedent.

- Future Urban Growth Decisions: Incorporate an Economic Opportunities Analysis (EOA)-based analysis of sector and business-district growth opportunities across distinct parts of the region. Also, de-link the demographic and employment forecasts by acknowledging the potential for additional in-migration based on traded sector job-growth opportunities. Providing additional incentives for communities on the edge of the UGB to undertake concept planning and provide infrastructure for future expansion areas, particularly for needed industrial land, is also recommended.

Miriam Hanes

From: Greene, Erika <[redacted]>
Sent: Tuesday, August 20, 2024 1:42 PM
To: Metro 2040
Subject: [External sender]Metro UGR_Port Comments
Attachments: UGR Port Comments.pdf

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The attached is being sent on behalf of:

Teresa Carr
Director, Business Development & Properties
Port of Portland

Thank you,

Erika Greene
Real Estate Assistant I Port of Portland
Business Development & Properties
she/her
e: [redacted]
p: [redacted]

Port of Portland

Miriam Hanes

From: Todd and Shannon Christiansen <[redacted]>
Sent: Wednesday, August 7, 2024 9:52 PM
To: Metro 2040
Subject: [External sender]Comments on City of Sherwood's UGB Expansion Proposal

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Dear MPAC, Metro Council and Metro,

We are writing with respect to the proposed Sherwood West Concept Plan ("Plan") that the City of Sherwood has submitted to Metro requesting an expansion of the Urban Growth Boundary by 1,291 acres. We have been homeowners in Sherwood since 2000, nearly 24 years and have a vested interest in seeing it grow in a positive way. This proposal is lacking in facts – both actual and demonstrated needs as well as supporting details for the costs of infrastructure and reality of job opportunities and should not be approved. During the past two years, we , and many others, have been vocal in our opposition to the Plan. We were quite surprised during the presentation to Metro on May 22, Tim Rosener (Sherwood Mayor) represented to the Council that there had been little to no organized public negative sentiment towards the expansion proposal. This is simply not true and is just one of many examples of anecdotal comments in the May 22 presentation to MPAC that were not supported by actual data and facts.

Our ask of the Council and Metro, as it considers the request in alignment with outlined legislation, purpose and protocol for UGB expansion requests, is to please Follow the Facts. The Sherwood West Concept Plan may appear to be an impressive package, however it represents the viewpoints and desires of politicians and land developers and not a demonstrated need for more developable land in Sherwood or the metro area as a whole.

- Survey 75%/85% respondents-Sherwood Residents- said NO to the expansion request.
- The data shows a need for housing for the city of Sherwood of only 600, while city of Sherwood's request ranges from 3,100 to 5,500.
- Population growth projections and data do not demonstrate need for the expansion. People are moving out of Portland Metro area to Washington state and other locations since 2020. While in 2018 it looked like the trend was to continue growth of 1.6%/year, it is clear that is steadily declining and is now 33% less than it was (2018 = 1.56%, 2024 = 1.04%). https://macrotrends.net/global-metrics/cities/23102/portland/population
- Infrastructure and Traffic impact from the Plan will likely be significant and expensive. The Plan greatly downplays and minimizes this critical issue. As an example, during the May 22 presentation it was represented that road improvements would improve Roy Rogers connection to I-5, when in fact a map will show they do not intersect. This is just one example of the glossing over, and misdirection of the Plan when very real issues are raised. Furthermore, system development charges for the proposed expanded area will be significant and make the housing itself expensive.
- There is no demonstrated NEED for a 1,291-acre expansion which is excessive especially in relation to the overall size of Sherwood today. Sherwood officials have justified and represented to its residents and concerned citizens that it is in the city of Sherwood's best interest to a) have a plan of record otherwise Metro will make a plan for Sherwood (is this true?), and b) to make a single request for as much land as possible.

- There will be significant impact to farm and forestland and a good portion of the requested expansion area is in protected areas and/or will cause runoff that impacts wildlife (can be seen on a map) and the additional pollution of so many cars and congestion on the road to get to jobs will further harm the environment.
- The planned housing will not be more affordable nor improve the homeless situation. Look at the actual cost of housing at nearby Cooper Mountain for a benchmark. A more viable solution could be turning existing vacant office real estate (which there is an abundance of) into low-income efficiency apartments.
- Similarly there is already a surplus of commercial, industrial and mixed employment real estate in the greater metro area due to hybrid work trends and due to AI and automation trends as evidenced by the announced local layoffs (Nike, Intel, etc)

We appreciate that Metro has a challenging and important role in that it must balance ensuring enough land for 20 years AND also protecting the metro area from urban sprawl. The proposal by Sherwood is not a demonstrated need, but a want of politicians and developers to increase the city of Sherwood from 3,130 acres to 4,421 acres (increase of >40% for a population of 20,000!) creating unnecessary urban sprawl, excessive and unplanned for traffic, and harm to farm and wildlife and it will not contribute to affordable housing because it will be incredibly expensive to add infrastructure and build. Metro's own 2045 Distributed Forecast shows Sherwood growing by less than 1000 people and with a need for only 800 households and Sherwood still has significant unused land opportunities that could satisfy its current housing needs (e.g. Brookman annexation, and existing available properties and land infill which could be used for multi-family and middle-housing to be centered around the Old Town hub of Sherwood and make more sense for growth).

Based on records we can find, the UGB just in the vicinity of Sherwood has already expanded by 2,270 acres since 2018 (Cooper Mountain, Beef Bend South and King City). This newer UGB land is still far from fully developed/populated and should be focused on first. Additionally, the requested 1291 acres would be the largest expansion in decades (and the second largest since Cooper Mountain was added to Beaverton – which incidentally is a city 5 times larger than Sherwood so it was less than a 10% expansion of land).

We ask ourselves and Metro whether this proposed Plan and UGB expansion is truly needed for either Sherwood or the Metro area as a whole and whether the ramifications to the environment and costs of development have been truly evaluated? Based on the facts it does not appear so, and we ask you to vote against and decide NOT to expand the Portland area UGB.

Respectfully,

Shannon and Todd Christiansen



Image Credit: https://faunalytics.org/how-human-carnivory-harms-global-biodiversity/frog-on-lily-pad/

Leapfrog Development: Corporate Capitulation and the Impact on Washington County, Oregon



Chris Christensen

Housing, Real Estate & Mortgage Specialist - Condominium Conversion Project Manager - Assumption & Loss Mitigation Specialist, Political Pundit and 2020 U S. Congressional Candidate

Published Jul 7, 2024

"*We soon found that the white men were growing rich very fast and were greedy.*"

- Chief Joseph, (or Hin-mah-too-yah-lat-kekt), Tribal leader of the Wallowa Band of Nez Perce

In the heart of Oregon's Silicon Forest, Intel's relentless advancements have epitomized the concept of leapfrogging technology. Intel CEO Pat Gelsinger often references **Moore's Law** in his speeches to investors and analysts, highlighting the company's commitment to doubling the number of transistors on a microchip approximately every two years. Yet, while the company's cutting-edge innovations have driven progress, they have also sparked a chain reaction with potentially significant economic and ecological ramifications for the surrounding communities where Intel's "fabs" are located.

The rapid pace of Intel's technological growth has, predictably, fueled a real estate frenzy in every Washington County, Oregon community. Bigger cities like Beaverton, Hillsboro, and Tigard are cashing in on the "micro-boom," and even small towns such as Banks, North Plains, Forest Grove, and the county's unincorporated agricultural areas are inflating a precarious bubble that could spell an economic and ecological "micro-bust" for the region and the state.

Technological Leapfrogging



Intel's Silicon Chip Manufacturing Footprint in Hillsboro, Oregon is Currently Undergoing a Major Expansion With Financial Assistance from the Federal CHIPS Act and Oregon Taxpayers. (Image Credit: Chris Christensen)

For some, Intel's Hillsboro campus stands as a beacon of technological prowess, consistently announcing advancements in integrated circuitry. The company's commitment to innovation has resulted in a near-constant stream of newer, faster electric circuits, each "generation" essentially rendering prior products as inferior or even functionally obsolete. With the rapid emergence of artificial intelligence and robotics, Intel is now poised to lead the sector for many years to come.

Or are they?

The Pacing Problem and Intel's High NA EUV Technology

A critical concept in technological innovation is the pacing problem, where the rate of technological advancement outstrips the ability of industries, governments, and society to adapt. Remember the 8-track tape player or the laser disk? **Intel's recent acquisition and implementation of High NA EUV (Extreme Ultraviolet) technology** is a prime example. This cutting-edge technology, which promised unprecedented advancements in semiconductor manufacturing, is already being overshadowed by **the anticipated future arrival of Hyper NA EUV technology.**

The relentless drive to stay ahead in the technology race begs the question: where will it all end? Each new leap in technology renders previous innovations obsolete almost as soon as they are introduced, creating a perpetual cycle of development and obsolescence. This breakneck pace strains the technological ecosystem and exacerbates the economic and environmental pressures on the surrounding communities.

The Real Estate Boom: Look Before You Leap

The influx of high-paying tech jobs at Intel has attracted a wave of new residents eager to capitalize on the opportunities presented by the booming tech sector. This sudden surge in population has driven up housing demand, leading to skyrocketing property prices in nearby communities such as Hillsboro, Banks, Gaston, North Plains, and Forest Grove. Once quiet agricultural areas in Washington County are now hotbeds of real estate speculation, with developers scrambling to cater to the burgeoning demand. The City of Hillsboro, for example, recently **approved over 8,000 new homes to be**

developed in South Hillsboro, once an agricultural mecca, with thousands more planned.

While this real estate boom has brought economic growth and prosperity to the region, it has also sown the seeds of potential catastrophe. The rapid pace of development has put immense pressure on local infrastructure and resources, straining the delicate balance between growth and sustainability. As property values soar, long-time residents are priced out of their communities, increasing social and economic disparity.

Drain the Swamp? The Role of Oregon's Politicians

A significant contributing factor to this unchecked development is the role played by Oregon politicians, swayed by **Intel's corporate wealth**. In exchange for the promise of higher tax revenues, these policymakers have sacrificed the **foundational principles of Oregon's land use planning system. Established to protect farmland, forests, and open spaces** while promoting orderly urban development, these principles have been sidelined in favor of ill-gotten economic gains. This abandonment of sustainable land use policies not only accelerates climate change but also **jeopardizes the environmental integrity of the region.**

The Concept of Leapfrog Development

Leapfrog development can be visualized through the metaphor of a frog leaping from lily pad to lily pad across a pond. In this context, the "lily pads" represent the various communities in Washington County—such as Beaverton, Hillsboro, Tigard, North Plains, Banks, Forest Grove, Cornelius, and Gaston. Instead of a gradual, cohesive expansion from one area to the next, development leaps over existing communities, creating new pockets of urbanization in a disjointed and sporadic manner.

This type of development results in patches of urban sprawl, often leaving significant gaps of undeveloped or underutilized land in between. These gaps disrupt infrastructure continuity, making providing consistent public services, managing traffic, and maintaining community cohesion challenging. The leapfrog metaphor vividly illustrates the haphazard nature of this growth, highlighting the inefficiencies and long-term challenges it introduces.

The Detrimental Impact of Leapfrog Development

Leapfrog development, characterized by rapid, sporadic, and disjointed urban sprawl, has far-reaching negative consequences for suburban and agricultural communities. The effects are multifaceted and profoundly detrimental, impacting traffic, congestion, crime rates, infrastructure needs, and the preservation of farms and forests.

- Traffic and Congestion

The influx of new residents and the expansion of residential areas significantly increase traffic and congestion. Roads that were once sufficient for rural communities are now overwhelmed, causing longer commute times, higher transportation costs, and increased pollution. The lack of adequate public transportation exacerbates these issues, significantly increasing daily travel, which is a burden for residents.

- Crime Rates

Rapid and poorly planned unchecked growth can also contribute to rising crime rates. As new neighborhoods emerge without the necessary social and community infrastructure, law enforcement resources are stretched thin. The absence of cohesive community planning can lead to social fragmentation and increased opportunities for criminal activities, undermining the safety and security of these newly developed areas.

- Infrastructure Needs

The sudden surge in population places immense strain on existing infrastructure. Water and sewage systems, schools, hospitals, and emergency services need help to keep up with the rapid growth. The cost of upgrading and expanding these services often falls on local taxpayers, leading to increased financial burdens and potential declines in the quality of public services.

- Preservation of Farms and Forests

One of the most significant impacts of leapfrog development is the loss of farmland and forests. The encroachment of urban sprawl threatens Oregon’s rich agricultural heritage and natural landscapes. Once fertile lands are paved for housing developments and forests are cleared, leading to habitat destruction, loss of biodiversity, and increased greenhouse gas emissions. This disrupts local ecosystems and undermines the state’s commitment to environmental sustainability.

- Water and Power Consumption: An Unsustainable Path

Another critical issue exacerbated by Intel's expansion and the accompanying real estate boom is the inevitable massive increase in water and power consumption. High-tech industries, particularly semiconductor manufacturing and data centers, are notoriously resource-intensive. Intel's operations in Hillsboro require vast amounts of water for cooling and manufacturing processes, straining local water supplies. Similarly, the power demands of these facilities are immense, further burdening the region's energy infrastructure.

As companies like Intel and other data centers continue to grow and expand in Washington County, the demand for these resources will only escalate. This increased consumption is unsustainable both economically and environmentally. Local homeowners already feel the pinch as utility rates skyrocket to meet the burgeoning industrial demand. **The competition for water between industrial uses and residential needs is becoming increasingly fierce, with industrial consumption threatening to outpace homeowners' needs.** This imbalance drives up prices and raises concerns about long-term resource availability and sustainability.

The Core Problem: Irresponsible Planning and Land Use Patterns



Oregon's Urban Growth Boundary Has Long Been the Dividing Line Between Unchecked Urban Sprawl and the Region's Agricultural and Rural Land (Image Credit: Reddit)

Leapfrog development and the resulting urban sprawl represent a terrible, politically ignorant, and egregious example of irresponsible planning and land use patterns. This

unchecked expansion is a land grab orchestrated by greedy corporate interests and the politicians they influence. The crux of the issue lies in the need to limit leapfrog development and urban sprawl by maintaining the integrity of the urban growth boundary and adhering to existing land use limitations and zoning regulations.

Expanding the urban growth boundary and relaxing zoning laws benefit developers and corporations at the expense of the community and the environment. This short-sighted approach undermines the foundational principles of Oregon's land use planning system, which were designed to protect the state's unique landscapes and promote sustainable development.

The Decay of Portland: A Case Study in Failed Political Policies



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Image Credit: Chris Christensen - Image of Homeless Person Sleeping on Sidewalk near West Burnside Street in downtown Portland, Oregon

Compounding the issue is the decay of Portland, the region's urban core. Over the last decade, failed liberal political policies and capitulation to corporate and criminal interests have deteriorated the city's economic and cultural vitality. Rather than addressing the core issues within Portland and restoring it to its previous grandeur, political efforts have instead focused on enabling leapfrog developments farther and farther from the city center.

Portland's decline serves as a cautionary tale. The city's neglect has driven residents and businesses to seek opportunities in the outlying areas, exacerbating urban sprawl and placing additional pressure on suburban and agricultural communities. This shift undermines Portland's potential for economic and cultural revitalization and threatens the preservation of the outlying regions' natural, pristine beauty and agricultural significance.

The Looming Catastrophe: An Economic and Ecological Bust

The focus on providing corporate welfare to businesses such as Intel to attract cutting-edge technology to the region has created an unsustainable growth model that risks imploding with dire consequences. **If left unchecked, the current trajectory could culminate in a historic economic and ecological bust for the entire region.**

Economically, the inflated real estate market bears eerie similarities to past bubbles that have burst with devastating effects. The speculative frenzy surrounding property in Washington County is built on the assumption of perpetual growth and prosperity. However, as history has shown, such growth is rarely sustainable. A sudden downturn in the tech sector or a shift in corporate strategy could leave the region grappling with plummeting property values, foreclosures, and a shattered local economy.

Unchecked development threatens to irreparably harm the region's natural landscape. The agricultural areas that have defined Washington County for generations are being swallowed by urban sprawl, leading to habitat destruction, loss of biodiversity, and increased pollution. The environmental degradation resulting from rampant development could undermine the very foundations of the community, leaving behind a legacy of ecological devastation.

A Call for Caution and Sustainable Growth Policies

As Intel continues to push the boundaries of technological innovation, the surrounding communities and policymakers must adopt a more cautious and sustainable approach

to growth. The allure of quick profits and rapid advancements must be tempered with a deep understanding of the long-term consequences. Just as the relentless pursuit of leapfrogging technologies can lead to obsolescence and instability, leapfrog development can also result in fragmented communities and environmental degradation.

Both technological leapfrogging and leapfrog development share a common flaw: focusing on short-term gains at the expense of sustainable, cohesive progress. The rush to implement the latest technologies without fully considering the pacing problem mirrors the haphazard expansion of urban areas, creating patches of development that strain infrastructure and resources. The lack of strategic planning and foresight can lead to catastrophic outcomes in both cases.

For Washington County, the solution lies in curbing the sprawl by enforcing strict land use policies that prevent urban growth boundary expansion. Emphasis should be placed on revitalizing Portland, addressing its economic and social challenges, and restoring it to the vibrant urban core it once was. This approach not only preserves the natural and agricultural beauty of the surrounding areas but also fosters a more ecologically sustainable, resilient, and responsible community.

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Chris Christensen 1mo
Housing, Real Estate & Mortgage Specialist - Condominium Conversion Project Manager - Assumption & Loss Mitigat…

https://www.usnews.com/news/best-states/oregon/articles/2024-02-25/a-housing-shortage-is-testing-oregons-pioneering-land-use-law-lawmakers-are-poised-to-tweak-it

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Miriam Hanes

From: Chris Christensen [redacted]
Sent: Tuesday, July 9, 2024 12:45 AM
To: Metro 2040
Subject: [External sender]Leapfrog Development: Corporate Capitulation and the Impact on Washington County, Oregon

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Leapfrog Development: Corporate Capitulation and the Impact on Washington County, Oregon
https://www.linkedin.com/pulse/leapfrog-development-corporate-capitulation-impact-chris-christensen-hcutc?utm_source=share&utm_medium=member_android&utm_campaign=share_via

Miriam Hanes

From: Michelle Christian [redacted]
Sent: Thursday, August 22, 2024 6:00 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Oppose Sherwood West Growth Plan

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To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely, Brent and Michelle Christian

[redacted]

Sent from my iPhone

August 19, 2024

METRO
Urban Growth Management Team
600 NE Grand Ave,
Portland, OR 97232

RE: Urban Growth Report, Draft 2024

Dear Council Members,

I am writing to provide comment on the Draft Urban Growth Report pertaining to the City of Sherwood's proposed Sherwood West Concept.

I would first like to thank the members of the Council and their staff for their efforts in managing and planning for growth in the Metro area. I am sure it is often a thankless task, but one which is greatly needed by the community.

I have carefully reviewed the Draft and have a number of concerns about the proposed expansion by the City of Sherwood.

1. **The Draft does not incorporate nor analyze the figures upon which the Concept is based.** Instead, it seems to simply analyze the "readiness" of the City for expansion. And although the City clearly perceives itself as ready to expand - the question remains to whether it should. The numbers strongly suggest, if not dictate, that the big growth this area experienced in recent years has crested and we are now in a period of declining growth. The proposed expansion is not warranted.
2. **The numbers provided by Sherwood are inaccurate and self-serving.** Sherwood has previously egregiously over-estimated growth populations. For example, the high school was bonded and built on the basis of an expanding population. It has cost the area residents millions of dollars. And it was overbuilt. The high school has a capacity for 2,400 students. It currently has 1,704 enrolled students. According to the documents submitted in 2017 for UGB expansion, the City forecast an initial enrollment in 2020 of 1,870 students with a further forecast of 2,400 students by 2045. In reality, not only did the high school not have 1,870 students in 2020, it STILL doesn't have 1,870 students and won't any time in the foreseeable future. Predicted enrollments are declining and significantly so. It is now anticipated that the 2032 enrollment will only be 1,530. The point is that the City has shown that its numbers for growth to support the expansion are at best inaccurate and at worst purposely overstated. They should not be relied upon in making your decisions.
3. **METRO has its own data to rely upon and it does *not* support an expansion in Sherwood.** As required by Ordinance No. 21-1457, the Council will need to rely upon current data for planning. Exhibit A of the Ordinance was duly accepted and adopted as such current data. It sets forth the population of Sherwood as 19,747 based on the 2020 Census and forecasts a population of 20,118 in 2030, and 20,562 in 2045 respectively. An increase of some 815 persons in the next 20 years simply cannot support an expansion of 3,120 housing units.
   Moreover, as intended, the population data contained in the Ordinance has been used and relied upon by other municipalities and cities, such as Portland (Ordinance 19157), Multnomah County

(Ordinance 1323), and Lake Oswego (Lake Oswego City Council Meeting July 16, 2024), in analyzing their own expansion needs. Likewise, METRO should also rely on its own data in determining which option to choose from among those laid out in the Draft UGB Report - especially given the City of Sherwood's propensity to exaggerate its figures.

4. **Farmland is vital to all and cannot be replaced.** To state the obvious, we all depend upon farms to produce the food we eat. The verdant soil of the farmland around Sherwood is a precious commodity. Once housing or commercial entities are sited on farmland they are never recaptured for agricultural use. The Draft UGB Report, at best, gives lip service to the need to maintain and protect farmlands. Especially in these days of heightened awareness of climate changes and the value of locally produced foodstuffs, it is difficult to support the removal of productive land. Even more to do so based upon the lack of a verifiable need for housing and commercial development. The UGB Roundtable perspectives on agricultural demand, page 57 of the Report, also positively reflects the value of farmland for employment and negatively notes the "increased cost and carbon footprint of pushing food production outside of Oregon." Commercial expansion should first use those areas already so designated and then those areas that cannot be reasonably used for food production.
5. **The proposed light industrial use / employment area is mis-characterized.** Page 56 of the Draft UGB Report states that the Oregon Semiconductor Taskforce found that, statewide, there was a need for four 50–100-acre sites for semiconductor manufacturing. Four. Statewide. Not a regional need as stated in the Report (see page 57). The Report seems to suggest that the proposed area has unique characteristics making it suitable for commercial development. One such characteristic is its proximity to the highway. The Report apparently takes this at face value. However, anyone who has tried to get to Interstate 5 or Interstate 205 from the proposed area can attest to the existing congestion and traffic woes in such an endeavor. Simply put, the Report fails to recognize or analyze the *lack* of highway accessibility.
6. **The residents of Sherwood, the people, do *not* want this expansion.** The City of Sherwood's own poll regarding the public support for this expansion is not adequately represented in the Report. The City's poll showed that 84% of respondents agreed or strongly agreed with the statement:

   > The Sherwood city council should ***not*** expand the city and preserve natural areas and farmlands in the Sherwood West area. (Sherwood West Poll Results (Mayor) Tim Rosener August 16, 2021). Emphasis added.

Thank you for your time and attention in reviewing these concerns. I can only hope that these comments, along with other public input, will have a meaningful impact on the Council's decisions. As John Muir once so aptly stated, "Not blind opposition to progress, but opposition to blind progress."

Respectfully,

Kimberly R. Cobrain

Miriam Hanes

From: [redacted]
Sent: Tuesday, August 20, 2024 10:31 AM
To: Metro 2040; Marissa Madrigal; Lynn Peterson; Gerritt Rosenthal; Mary Nolan; Juan Carlos Gonzalez; [redacted]; Christine Lewis; Duncan Hwang
Subject: [External sender]Comments on Draft 2024 Urban Growth Report
Attachments: Comments of DRAFT Urban Growth Report.docx

Importance: High

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Please find attached my comments regarding the Draft 2024 Urban Growth Report. If you have any questions, please let me know.
Thank you for your consideration.

Kimberly R. Cobrain
Sherwood, Oregon

Miriam Hanes

From: Mallory Cochrane <[redacted]>
Sent: Friday, August 9, 2024 1:36 PM
To: Metro 2040
Cc: Peter Foster; [redacted]; [redacted]
Subject: [External sender]Please Support the Sherwood West Expansion Plan

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

Dear Metro Council Members,

My name is Mallory Cochrane, owner and founder of Birch Social - a consulting, marketing and events business dedicated to supporting the needs of small farms and food businesses in Oregon. My company is based in Old Town Sherwood, where I am also a resident and home owner.

I am writing to ask that you please **approve the Sherwood West Concept Plan as proposed by the Sherwood City Council and widely supported by the Sherwood community**. This Concept Plan was a result of two years of planning and public input to decide the future of our unique and special city.

As a native Oregonian, I intentionally chose to raise my family in Sherwood because of the **small town character, sense of community and amazing education system and public services**. Many other people are attracted to Sherwood for these same reasons. However, we need **more housing** for these new residents and increased **employment opportunities** to keep people working in our community rather than commuting elsewhere.

With inevitable population growth on the horizon, it is critical that **smart growth** practices be applied to the Sherwood West area so that we are future-proofing development in a way that **enhances our community, increases economic prosperity and protects farmland, natural spaces and resources**.

As outlined in the Concept Plan, I believe that Metro Council should:

- add 340 net acres of **residential land** to the Urban Growth Boundary (UGB)
    - *Comment: Our region will add approximately 315,000 new residents and 137,000 new jobs over the next 20 years under a baseline growth scenario.*
- add 130 net acres of **flex industrial land** to the UGB
    - *Comment: Sherwood West is well suited to capture new and expanding demand for industrial space due to its favorable parcel size, ownership, and low slopes.*
- add 135 net acres of **commercial and hospitality land** to the UGB
    - *Comment: Economic development requires a land supply that enables specific industries to thrive.*

Again, I request that the Metro Council stand with the residents and businesses of Sherwood and **approve the Sherwood West Concept Plan as proposed.** I would greatly appreciate a response with the Metro Council's position on this issue. I appreciate your time and thoughtful consideration.

Sincerely,
Mallory Cochrane

--
Founder
Birch Social
[redacted]
Celebrating the power of local food from field to table

To: Metro Council President Peterson
Metro Councilor Ashton Simpson, District 1
Metro Councilor Christine Lewis, District 2
Metro Councilor Gerritt Rosenthal, District 3
Metro Councilor Juan Carlos González, District 4
Metro Councilor Mary Nolan, District 5
Metro Councilor Duncan Hwang, District 6

CC: Marissa Madrigal, Chief Operating Officer, Metro
Kristin Dennis, Chief of Staff to Metro Council
Catherine Ciarlo, Director of Planning, Development and Research, Metro
Malu Wilkinson, Deputy Director of Planning, Development and Research Metro
Eryn Kehe, Land Use Manager, Metro
Ted Reid, Land Use Manager, Metro

August 23, 2024

1000 Friends of Oregon appreciates the opportunity to participate in the Urban Growth Stakeholders Roundtable, comment on the urban growth report, and partner with Metro on multiple areas of alignment such as unlocking more funding for critical infrastructure needs, addressing our housing affordability crisis, and bringing more mobility options for Oregonians in a 2025 transportation package.

The Metro Council has an opportunity to set the region up for success for generations to come if it uses one of its strengths: data-driven long-range land use planning. Strong land use planning invites a collective imagination to create the best future possible for all residents, ones that currently call the region home and ones that will call this region home. But the best future possible has always been, and will always be, under threat by a select few seeking to exploit the region's limited resources: whether it be our world-class soils, the water we drink, the air we breathe, or the health and ingenuity of our people.

1000 Friends of Oregon shares our 5 major takeaways for how to set our region up for success as you read the draft urban growth forecast:

1. Metro Council should focus on how to improve the quality of life for all residents now and into the future.

2. The region's natural resources and low weather extremes offer us a position of strength if Metro decides to steward them well.

3. The biggest bang for buck and the quickest way to regional success is to build upon our existing footprint, support our regional network of main streets, and restore the core.

4. Prepare for "Operational Efficiency" and protect people's livelihoods.

5. Raw land is the least of our issues when it comes to setting the region up for success. Land readiness on the other hand…

***

1. Metro Council should focus on how to improve the quality of life for all residents now and into the future. We must remember the entire purpose of good land use planning and community development: to enhance the health, safety, and well-being of all Oregonians. We lose sight of this purpose when conversations are reduced to debating the number of acres. Rather, we should focus on creating measurable and meaningful indicators for success to guide our land use decisions and the limited public and private dollars we have. The region's indicators for success should include:

> **Life Expectancy by Zip Code.** Zip codes still serve as an indicator for how long and how well someone lives in the greater Portland area. Someone's life expectancy in Multnomah County (79.40 years) is less than those living in Clackamas County (80.90 years) and even less than Washington County (82.60 years[1]). Metro Council and staff should be keenly aware of this discrepancy across counties and prioritize resources and staff efforts to help areas that have the lowest life expectancy in the region. Blue Zones research could guide Metro's policy and funding decisions to better understand how to improve life expectancy and quality of life for residents in the region.
>
> **Household Costs/Affordability**. The largest household expense for the average resident is housing. The second largest household expense is transportation. Utilities and food also appear as common expenses. Metro should make land use decisions to help cut down on these household expenses for the average resident. If Metro decides to allow urban growth boundary expansions for residential, industrial, and commercial land where the majority of residents are going to feel the need to drive everywhere,

[1] Robert Wood Johnson Foundation, Accessed August 2024. https://www.rwjf.org/en/insights/our-research/interactives/whereyouliveaffectshowlongyoulive.html

Metro has made a choice to increase the household costs for the average resident. Urban growth boundary expansions not only increase driving at the edge, but they draw away investments that could be made where people already live to increase their transportation options. If Metro decides to fund planning and infrastructure efforts that allow the majority of residents to walk, roll, and bike to where they need and want to be, Metro has made a choice to decrease the household costs for the average resident.

Number and Quality of Age Friendly Communities. As presented to the Urban Growth Stakeholders Roundtable, Oregon enjoys a significant number of residents who are older in age. As our residents age, their needs change. It's no longer easier to drive where they need to get to; incomes become fixed and possibly lower than where they were working full time; and their social and civic participation styles may change.

As the World Health Organization and AARP's Livable Communities note, "age-friendly communities are places where people of all ages [and abilities] feel supported and included, and where older people can age well[2]." Age-friendly communities include three major components: physical (e.g., housing, transportation, outdoor spaces, and amenities); social (e.g., civic representation and participation, community involvement); and service (e.g., health care, emergency response). To create age-friendly communities, the Metro Council and staff should support land use decisions, planning grants, and infrastructure requests that create walkable and rollable neighborhoods where people are able to age in place, get to where they need and want to go safely and on their own, and be connected with their community on their own terms[3]. Orenco Station is a great example of incorporating age-friendly principles into planning and development by combining residential and commercial uses alongside pedestrian, bicycle, and transit investments; in contrast, planning that results in commercial and industrial development with large parking lots requires residents to use automobiles to safely navigate the community and thereby fails to create an age-friendly community.

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[2] AARP, Livable Communities, https://www.aarp.org/livable-communities/network-age-friendly-communities/

[3] Research demonstrates that placement in a nursing home/care facility drastically reduces the life expectancy for the individual. It also adds significant costs to the individual and any family members who may be paying for this change. A monthly rate for a studio in a housing facility that provides supervision or assistance with activities of daily living is approximately $6,161.91 for the Portland area (compared to the national average: $4,999.01 per month). https://www.newyorklife.com/resources/financial-calculators/costs-of-long-term-care

Number of Communities of Concern in EPA's Environmental Justice (EJ) Screen (or regional equivalent). The Metro Council and staff should be keenly aware of the number and location of communities who are burdened with environmental pollution, climate change risks, health disparities, and critical services gaps. Often, communities ranked in EJ screen are communities that are majority low-income, speak languages other than English, qualify for free and reduced lunch, and are people of color. Metro Council and staff should set a goal to have zero communities in the greater Portland area rank highly in the EJ Screen and develop policies and align investments to reach this goal. Metro Council and staff should reject urban growth boundary expansions and other investment strategies that draw resources away from investing in communities that rank highly in EJ screen.

2. The region's natural resources and low weather extremes offer us a position of strength if Metro decides to steward them well.

The greater Portland area is positioned to be an oasis of refuge from some of the most extreme negative impacts of climate change. This is a major advantage when drawing residents and businesses to the region (even noted by the private sector[4]). While we have much work to do to adapt to the changing conditions to protect the health and safety of residents, the Pacific Northwest is rated as one of the most climate resilient areas in the United States.

Metro Council and staff should build upon our unique position by stewarding our natural resources not just through voter-approved parks and nature bond measures, but through its regulatory authority in its land use decisions. For example, development that does not require high-nutrient soils should not be permitted on these soils[5]. Likewise, Metro Council and staff should coordinate with other natural resource agencies (Soil and Water Conservation Districts, Department of Agriculture, Department of Fish & Wildfire, etc.) to develop a clear, streamlined approach toward monitoring the quantity and quality of our water sources and air sheds. Each of these water sources and air sheds have carrying capacity limits (recognized in Land Use

[4] Visit Quicken Loans for an example of how Portland, Oregon's environmental stewardship and temperate climate risks are used to guide private investment. https://www.quickenloans.com/learn/best-places-to-climate-change

[5] Oregon's own Climate Action Commission has recommended "no net-loss" policy for high-quality farmland to reach our climate mitigation and resilience goals. Institute for Natural Resources at Oregon State University for the Oregon Global Warming Commission. September 26, 2023. https://static1.squarespace.com/static/59c554e0f09ca40655ea6eb0/t/6578da822755f905770c5901/1702419079574/2023-Natural-Working-Lands-Report.pdf

Planning Goal 6). Urban growth expansions should consider the carrying capacity of water resources and airsheds in order to assess and guide growth in the region. For example, if one company within an airshed applies and is awarded a permit to emit carbon monoxide to the top of the allowable limit for the entire airshed, Metro Council and staff must include that information in guiding growth away from that airshed to protect the health of residents and help businesses avoid violations of, at minimum, Clean Air Act and/or Land Use Planning Goal 6.

3. The biggest bang for buck and the quickest way to regional success is to build upon our existing footprint, support our regional network of main streets, and restore the core.

Metro Council and staff must ensure the region contributes to addressing the housing production shortfall and the affordability crisis through a holistic approach (remembering the indicators for successful quality of life including household cost/affordability). Building at the edges won't set the region up for success. And, Metro Council and staff should reject any attempt to expand the boundary or use limited public dollars without any element of guaranteed affordable housing.

We have a limited number of dollars for infrastructure, limited amount of labor for construction, and limited materials for construction. We urge Metro to prioritize developers and/or local jurisdictions who are building partnerships around transformative, catalytic (re)developments as part of holistic land use planning. Some notable opportunities to invest in our existing footprint, support our regional network of main streets, and restore the core include but are not limited to:

(Re)Development	**# of Homes (Est.)**	**Climate Friendly Area? (Y/N)**	**Guaranteed Affordability Component? (Y/N)**
Lloyd Center	5000	Y	Y
Broadway Corridor	2500	Y	Y
OMSI Revitalization District	900	Y	Y
Albina Vision Trust	1100	Y	Y
Hayden Island/Jantzen Beach (I-5 Bridge Corridor)	2000	Y (with light rail and complete street investments)	Y

Rockwood	TBD	TBD	TBD
Jade District	TBD	Y	Y
Gateway	TBD		
Hillsboro's Block 67	269	Y	Y (if the City of Hillsboro allows for affordable housing)
Willamette Falls Revitalization (West Linn and Oregon City's McLoughlin Blvd Enhancements)	TBD	TBD	TBD
122nd and Stark	TBD	TBD	TBD

4. Prepare for "Operational Efficiency" and protect people's livelihoods.

As we enter an era of mainstream artificial intelligence, more jobs in more sectors of our economy are vulnerable to automation. From manufacturing to advertising, the future is uncertain. To bring more certainty to residents and to be ready for changing technology and economic sectors, Metro and local jurisdictions must prioritize quality of life for its residents over company profits as an indicator for success. In doing so, the Metro Council and staff must be surgical about allowing any expansions for industrial lands and requiring enforceable, specific conditions on any industrial lands to create lasting high-quality jobs for residents and minimize the probability and impacts from mass layoffs due to automation and/or outsourcing.

If the Metro Council allows industrial developers to pave over our working lands for robots, residents lose their ability to provide for themselves, their families, and contribute to the region through their employment. Our region has suffered from broad definitions of industrial lands that do not result in development that brings high-quality jobs for residents. Instead, it adds a patchwork of uses: from gas stations to big-box chain retail stores to strip malls to truck stops. Our region has suffered from our lack of discipline to protect our existing industrial lands for development that can bring high-quality jobs, especially manufacturing jobs. While we still have a reported surplus of industrial lands, now is the time to protect them with specific, enforceable conditions on any industrial lands in our region.

5. Raw land is the least of our issues when it comes to setting the region up for success. Land readiness on the other hand…

The urban growth report's forecast includes a very optimistic outlook on utilizing vacant office buildings and land throughout the region, notably downtown Portland. We also see vacant or nearly vacant office parks and retail areas and their accompanying large swaths of empty parking lots throughout the region. Metro should focus its policy choices and investments on (re)developing and revitalizing these areas; they already have infrastructure in place and are located in existing communities. Recent layoffs by large international corporations illustrate that worldwide business cycles and other factors influence investment decisions, not land supply.

Even with the optimistic and arguably inflated job growth forecast, the urban growth report notes there is a surplus of industrial land even assuming the high growth scenario. We have heard for well over a decade that land readiness - bringing land to Tier 1 - is a main challenge for local jurisdictions. We also know that multiple cities and towns are faced with budget issues, whether it's structural budget deficits like Washington County and City of Portland or whether it's smaller towns that are seeking a larger revenue base like the City of Sherwood.

1000 Friends of Oregon understands and sympathizes with the funding and financing challenges local jurisdictions face when bringing land to Tier 1 readiness and maintaining this infrastructure. It's a motivating force behind our advocacy to work with our statewide membership to secure infrastructure dollars for housing construction (SB 1530 (2024), Senator Kayse Jama; HB 4134 (2024), Representatives Elmer, Gomberg, and Helfrich; and a housing project revolving loan fund (championed for multiple sessions by State Representative Pam Marsh), and to bring main street revitalization funds to towns across Oregon, especially for smaller jurisdictions.

What we know is that adding raw land doesn't pencil for local jurisdictions. What may seem like a revenue boon comes with newer, significant expenses: brand new sewer, water, fiber optic cables, roads, lighting. Suddenly, the city is back in the same predicament it started in: budget shortfalls. We are committed to working with cities and towns on real solutions to funding and financing for land readiness and core public services that are paramount to enhancing our quality of life for all Oregonians. We hope we can count on Metro's leadership to daylight the real problems and real solutions to this challenge.

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We appreciate Metro Council and staff's time in assembling the draft urban growth report's forecasts, presenting to multiple stakeholder groups, and offering an open line of communication throughout the process. None of us know what the future holds in store; tomorrow is just a rumor after all. But, 1000 Friends of Oregon is committed to working with our statewide membership to choose land conservation and development approaches - policy decisions and funding and financing strategies - to create a future that we are proud and excited to live in.

We are available to meet Metro Council and staff to discuss these key takeaways. We are also happy to host Metro Council or staff in meetings with our partner organizations who are committed to creating a better future for all residents, now and into the future.

Sincerely,



Samuel Diaz
Executive Director

Miriam Hanes

From: Eryn Kehe
Sent: Friday, August 23, 2024 10:43 AM
To: Miriam Hanes
Subject: FW: [External sender]5 Takeaways on Draft Urban Growth Forecast from 1000 Friends of Oregon
Attachments: 2024 August - 1000 Friends of Oregon Comment on Metro's Draft Urban Growth Forecasts.pdf

We can accept this late.

Eryn Deeming Kehe, AICP | Metro | Urban Policy and Development Manager
My gender pronouns: she her, hers | [redacted]

From: Sam Diaz <[redacted]>
Sent: Friday, August 23, 2024 10:39 AM
To: Marissa Madrigal <[redacted]>; Kristin Dennis <[redacted]>; Catherine Ciarlo <[redacted]>; Malu Wilkinson <[redacted]>; Eryn Kehe <[redacted]>; Ted Reid <[redacted]>
Cc: Mary Kyle McCurdy [redacted]
Subject: [External sender]5 Takeaways on Draft Urban Growth Forecast from 1000 Friends of Oregon

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good morning and happy Friday Marissa, Kristin, Catherine, Malu, Eryn, and Ted,

I wanted to personally send you 1000 Friends of Oregon's 5 takeaways on the draft urban growth forecast. I've been told the urban growth report isn't a policy decision by itself, but may be used to inform future policy and funding decisions. We hope these 5 takeaways can be helpful in shaping actions to create the best future possible for residents of our region.

More than happy to head to Metro or have you here at the 1000 Friends of Oregon office to chat through these takeaways and hear your perspective. Just let me know if you'd like to schedule something.

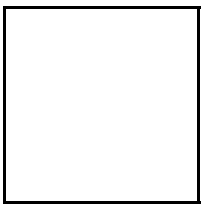
Thanks so much for your service.

Sincerely,
Sam Diaz
Executive Director

1000 Friends of Oregon
Pronouns: he/him

Office: [redacted]

Direct: [redacted]



Support a beautiful, bountiful Oregon for generations to come…*join us today*!

Miriam Hanes

From: Charlie Digregorio <[redacted]
Sent: Tuesday, July 23, 2024 3:20 PM
To: Metro 2040
Subject: [External sender]Zoom Meeting Commentary
Attachments: Metro Letter UGB.docx

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

Please accept the attached letter for the record due to my absence from the zoom meeting.

Thank you, Charlie Digregorio

July 23, 2024

Attn: Urban Growth Management Team

METRO

600 NE Grand Avenue

Portland, OR 97232

Sent Via Email – [redacted]

RE: Sherwood West UGB Expansion Plan Support

To Whom It May Concern:

As a former property owner in the Sherwood West area, and in agreement with relatives who still own properties there, this letter is in strong support of the Metro Council's efforts to reasonably expand the UGB. Recommendations from the Urban Growth Report findings are clear. After years of arduous studies and extremely detailed analyses, the Metro Council must finally act on next step growth management decisions.

A great deal of preparation and investment has been made in the Sherwood West area to accommodate necessary housing growth and affordability. The list of improvements in recent years is lengthy. Likewise, economic and job growth go hand-in-hand with future essentials. It is long past time to adopt the completed concept plan for proposed expansion within the presently designated urban reserve area. Anything less, as suggested by self-serving community members like the Sherwood Farm Alliance, would be a further irresponsible obstruction to the realities of future progress.

In place of my attendance at the upcoming Zoom meeting, thank you for including the above comments as a matter of record.

Sincerely,

Charles Digregorio

[redacted]

Portland, OR 97239

To: Metro

My name is Peter Dinsdale.

I was raised in Sherwood and my family's agriculture business is on the edge of the proposed UGB expansion area.

I am a supporter of the West of Sherwood Farm Alliance.

We were shocked and dismayed when Metro Councilor Juan Carlos Gonzalez announced his support for the controversial proposed Sherwood UGB expansion earlier this month.

By doing that, he made it perfectly clear that he doesn't have the slightest interest in the information, analysis, and values of the people who live here, or possibly from anyone, anywhere in the region.

In 2021, people in and around Sherwood responded to an online survey about this proposed UGB expansion.

84% of the respondents agreed, with this statement:
"*The Sherwood city council should NOT expand the city and* [should instead] *preserve natural areas and farmlands in the Sherwood West area*."
About 75% of respondents agreed strongly.

Let me repeat those numbers: 84% opposed the expansion and 75% strongly. That was the same result from a survey taken five years earlier.

Before you dismiss this opposition as the sentiments of a bunch of NIMBYs, you might consider some of the facts that we have been presenting to you at your monthly meetings:

FACT: Housing will be unaffordable to the people taking the jobs in the expansion area, causing more commuting, heavier traffic on our already burdened roads, and more pollution, which will NOT help in reducing greenhouse gas emissions.

FACT: Metro approved a UGB expansion in 2017, at Sherwood's request to build a new High School on 82 acres, based on projections of soaring enrollment. Today, after spending $248 million in tax dollars, the School District's consultants expect enrollment to decline within seven years.

FACT: The expansion will cause the loss of some of the best farm and forestland in the world. The result will be the loss of countless agricultural jobs and damage to Chicken Creek, which helps maintain the water quality in the nearby National Wildlife Refuge.

We are counting on you - unlike Councilor Gonzalez - to actually listen to the citizens, hear the facts, and reach an independent judgment.

Thank you for your service.

Peter Dinsdale

Miriam Hanes

From: Julie Horowitz <[redacted]>
Sent: Wednesday, August 21, 2024 5:22 PM
To: Metro 2040
Subject: [External sender]2024 Sherwood UGB decision
Attachments: Metro Peter Dinsdale.docx

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To Whom it Concerns,

I am a citizen of Sherwood and have attached my letter opposing the UGB expansion in Sherwood OR

Peter Dinsdale

Miriam Hanes

From: Shannon Dittler <[redacted]>
Sent: Tuesday, June 4, 2024 6:42 AM
To: Metro 2040
Subject: [External sender]Urban Growth Boundary.

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hell no, I don't want it to get larger. That is exactly what people who have moved here want. They want to make it larger so they can snatch up those investment properties.
People from outside of Oregon came here with their deep pockets to buy up Portland and make it grow.
We the people of Oregon don't need their deep pockets and wealth. Portland laws were put in place long ago by people with the foresight to realize people would want to do this to our GEM.
Hell no, tell them go invest elsewhere. Portland is perfect the way it is.

Miriam Hanes

From: Farmland First [redacted]
Sent: Sunday, August 18, 2024 9:46 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Testimony in opposition to Sherwood expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern:

Our nonprofit organization, Farmland First, is writing to convey our strong opposition to the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres.

This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes.

In 2022 Metro projected Sherwood would grow by a scant 3% over the coming decades. The Sherwood School District has forecasted enrollment for the new high school will begin to DECLINE in 2027. Sherwood has enough vacant land to accommodate new housing and jobs for years to come, when planned and developed wisely.

The types of industry that are planned are land-extensive, taking up farmland despite the drastic decline in farmland in the county and natural resource land despite the fact that only 15% of original significant natural resources remain in the county. It is a red herring to state that the goal is to increase the number of residents who work in the city - that correlation is not necessary for a functioning city, especially one in Metro where many people work in one city and live in another. If the city lacks jobs, it may be of its own making because it recently approved many expensive homes. It should not be rewarded for poor planning. And the type and extent of industry proposed is expensive to provide with infrastructure and services, yet there is no Taxpayer Impact Statement on the costs.

Farmland First stands with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,
Nellie McAdams
Farmland First

Miriam Hanes

From: Brian Fields [redacted]
Sent: Wednesday, July 24, 2024 3:46 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Comments from Brian Fields on Sherwood West expansion proposal
Attachments: Brian Fields Sherwood UGB expansion Metro 24Jun2024 comments.pdf

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

I would appreciate it if my attached comments are provided with the July 24 MPAC meeting packet.

Thank you,
Brian Fields
Secretary,
Eastview Road Neighborhood Association

Sherwood UGB expansion comments,
Brian Fields
Secretary, Eastview Road Neighborhood Association

I urge the Metro Council to scale back the Sherwood West Urban Growth expansion. We do not have the transportation infrastructure to support this growth. In addition, the City of Sherwood has not done any planning, not even "conceptual", to expand the capacity of Elwert Road, the only viable north south connector.

The current plans for Elwert Road are inadequate for the future growth planned.

Elwert road is serving as a regional connector. Even without bringing in additional land in the Sherwood West Urban Reserve we can expect the traffic flow to increase. With the addition of large amounts of new housing the burden on the existing road will only increase. How has Sherwood planned for increased capacity? They have not.

The Sherwood West concept plan shows the vision that Elwert road remain one lane in either direction with the addition of turn lanes. The city has repeatedly said that their vision of Elwert is that of a neighborhood street. This flies in the face of the current reality of an already overburdened regional connector, let alone showing any sense of planning for the future to accommodate a greatly increased local population. The only mention in the Sherwood West concept plan of planning for future connectivity is vague mentions of conceptional connectors. You can reference the "Transportation and Infrastructure" Section on page 101 of part 1 of the Sherwood UGB expansion proposal.

"North-South Connectivity – The concept of adding a route to enhance regional north-south connectivity will require future study. Additional feasibility and cost analysis will be

necessary. This should be considered as a long-term strategy, rather than an essential component of early stage transportation planning in Sherwood West."

But the truth is that the Sherwood West topography is not going to allow any new north south connectors. During the public outreach portion of the Sherwood West concept plan much feedback was provided to the city outlining specific complications for a north south connector west of Elwert Road. The City's own traffic modelling demonstrated that regional traffic could not be diverted from Elwert Road to any significant degree. The land is riddled with steep slopes and is bisected by Chicken Creek. In addition, the border of Sherwood West veers sharply east when you go north of Edy Road. If this hypothetical connector were built, as it moved north it would run into Rural Reserve land. Due to this a connection to Scholl's Sherwood Road to the north could not be completed. This means any road that was built would have to feed back onto Edy and Elwert, the existing transportation corridor.

There really is no choice but to improve the existing transportation corridor, but the City of Sherwood's West Concept plan does the opposite. Sherwood is proposing to move portions Elwert Road off it's current north south alignment and meander to the west, pass through two round-abouts, incur a new Chicken Creek crossing and then meander back to the Elwert Road current alignment in the north.

We have examples in the nearby region of what successful road planning would look like. The massive development to the north of Sherwood West, on Roy Rogers Road, has been accompanied by expansion of that road to 4 lanes. If you want to see aesthetically pleasing road expansion, we need only look to the improvements Lake Oswego has done on Boones Ferry Road. The road was both

improved to 4 lanes with a turn lane, but also includes attractive landscaped dividers and sidewalks. This is much like Sherwood has proposed, but with a critical difference, Lake Oswego recognized the need to increase capacity while making attractiveness an important part of their road design. Both can be done.

To be clear my point is not that Sherwood has not already solved the capacity problem prior to asking for an Urban Growth Boundary expansion. The problem is that Sherwood is not even planning for increased capacity. In fact, their public statements during the West Concept Plan outreach process indicated they want to discourage regional traffic and keep Elwert as a neighborhood street. See the description on page 227 of the submittal, in the Section title "SW Elwert Road Design Concept". Make note that the designation for much of Elwert Road is "Residential Boulevard". The is much risk if Sherwood doubles down on this approach that near term development will forestall any future capacity improvements on Elwert Road.

Their proposal to bring in the entire Sherwood West Urban reserve should be scaled way back until the City actual provides realistic transportation planning. Bringing the entire 1200 acres of Sherwood West now into the UGB is only going to compound a local a regional transportation quagmire which already exists. Sherwood needs to confront the reality that topography and the Urban Reserve boundaries themselves prevent any alternate north south connector. I encourage Meto to not approve Sherwood's ask to bring in the entire Sherwood West Urban Growth Reserve into the Urban Growth boundary.

Brian Fields
Resident of Sherwood West

MULTIFAMILY NW
The Association Promoting Quality Rental Housing

Multifamily NW
[redacted]
Tigard, OR 97224

Metro Council
600 NE Grand Ave
Portland, OR 97232

August 20, 2024

Dear Metro Council Members,

As the largest association of housing providers in Oregon, Multifamily NW is dedicated to ensuring that our communities thrive through sustainable growth and adequate housing supply. We are writing to express our strong support for the adoption of a high-growth forecast projection as you evaluate the urban growth strategy for the Portland Metro area. As you know, our region is currently navigating the consequences of a severe housing crisis, and it is imperative that we take bold, forward-thinking action to address the urgent need for housing.

Undersupply is the Root Cause of Housing Crisis

The Portland Metro area is experiencing an unprecedented demand for housing, which far exceeds the available supply. According to an alarming report by ECONorthwest, our region is already facing a housing shortage of more than 59,000 homes, with an additional need for 10,683 homes to accommodate our growing houseless population. Moreover, it projects that the region will require the construction of 294,853 new housing units over the next 20 years. These figures significantly surpass Metro's current estimates of 143,300 to 203,200 new units.

The numbers provided by ECONorthwest paint a stark picture of the housing crisis we are facing. By adopting a high-growth forecast projection, Metro can more accurately prepare for the higher-than-baseline growth that our region will (hopefully) experience. This proactive approach will enable us to meet the housing needs of our rapidly growing population, while also mitigating the affordability challenges that threaten the livability of our communities. And, if population growth does not proceed as expected, the land will not be impacted.

EXECUTIVE DIRECTOR
Gary Fisher
[redacted]

2024 BOARD OF DIRECTORS

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Andor Law

Jennifer Wyncoop
Income Property Management

Furthermore, residents in the Portland Metro area are facing increasing barriers to home ownership due to the affordability consequences that our undersupply has caused. If the council adopts and implements the high-growth forecast projection, home ownership will be more attainable for communities across the region.

Portland Metro Should Welcome Responsible Development

Additionally, Metro Council should shape a new policy that recognizes the low capacity for housing development inside UGB lands and the extreme need for new housing. The current estimates indicate a surplus of +9,050 units, which we believe is unrealistic given the actual deficit of -84,000 units needed inside the UGB.

Attempting to control where and how the market will adapt can have unintended consequences. Metro should avoid imposing restrictive policies that risk pushing housing developers to other U.S. markets with fewer regulatory barriers. Instead, we should focus on creating an environment that encourages development and investment in the Portland Metro area, ensuring that we remain competitive and capable of meeting our region's housing demands.

A crucial component of addressing our housing crisis is expanding the Urban Growth Boundary (UGB). By expanding the UGB, we can increase the availability of land for development, thereby helping to slow the escalating costs of housing. As we have all seen firsthand, the limited supply of land within the current UGB constrains development and drives up prices, making it increasingly difficult for residents to find affordable housing.

Expanding the UGB will not only create more opportunities for housing development but will also encourage competition, which can help slow the increase in housing costs and make living in the Portland Metro area more affordable. It is essential that we take this step to ensure that all residents have access to housing that meets their needs and budgets.

Acknowledgment of Employment Lands Considerations

While our primary focus is not directly within the commercial and industrial development sectors, we acknowledge that the availability and management of employment lands significantly impact the overall growth and sustainability of our communities. In this regard, we recommend that the Metro Council consider discounting the approximately 1,300 acres of land with slopes exceeding the 7% grade threshold, which is generally identified as the industry standard for commercial and industrial development. We have an obligation to ensure the land classified as viable truly meets the practical requirements for development.

By integrating these considerations, we believe that the Metro Council can better strategize the use of employment lands to foster balanced development, support economic vitality, and contribute positively to the community's housing and employment needs.

City of Sherwood Proposal Deserves Approval

Furthermore, Multifamily NW fully supports the City of Sherwood’s proposal for expansion without any conditions. Sherwood has demonstrated a commitment to responsible growth through a rigorous public engagement process, and we trust in their ability to understand and address their community's needs. Metro should respect the decisions made by local communities and support their efforts to grow in a way that aligns with their unique vision and values.

It is crucial to trust Sherwood's expertise and ongoing community engagement process. They are best positioned to determine how to grow reasonably and responsibly, ensuring that their expansion aligns with local needs and aspirations.

Conclusion

In conclusion, Multifamily NW strongly advocates for the adoption of a high-growth forecast projection as part of the urban growth strategy for the Portland Metro area. By acknowledging the true extent of the housing crisis, rejecting restrictive development scenarios, expanding the urban growth boundary, and supporting local initiatives, we can pave the way for a more prosperous, affordable, and sustainable future for our communities.

We appreciate the Metro Council's dedication to addressing these pressing issues, and we are confident that, together, we can create a housing strategy that meets the needs of our growing region. Thank you for considering our perspective and recommendations.

Sincerely,

Gary Fisher
Executive Director
Multifamily NW

Miriam Hanes

From: Zach Lindahl <[redacted]>
Sent: Tuesday, August 20, 2024 9:11 AM
To: Metro 2040
Subject: [External sender]Multifamily NW Public Comment on UGR
Attachments: MFNW Metro UGR Comments.pdf

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

Good Morning,

My name is Zach Lindahl, and I am the Director of Government Affairs for Multifamily NW. Our association is the largest coalition of housing providers in the state of Oregon, representing more than 275,000 units. In addition to frequent compliance training and hundreds of networking opportunities, our association advocates for common sense housing policy at all levels of government on behalf of our members. Our top priority is to keep Oregonians housed. In a time of housing crisis across the state, it is important that we consider how all policy affects both housing supply and affordability for renters.

Attached are comments Multifamily NW submitted regarding the recent Urban Growth Report. I thought I would share via this email address as well. Please let me know if you have any questions regarding our comments.

Best,

Zach Lindahl
Director of Government Affairs
Multifamily NW
[redacted]



Peter Foster

[redacted]

Sherwood, Oregon, 97140

[redacted]

8.22.2024

Metro Council

600 NE Grand Ave

Portland, OR 97232

Dear Metro Council Members,

I am writing to advocate for the inclusion of all land currently designated in the Sherwood West Growth Plan as proposed by the City, to ensure the future success of the City and the greater Community. The Sherwood West Plan is a good plan and the City's "control of the narrative" will be lost if the Plan is piecemealed in phases. We have strong interest in growth that will support diverse ranges of people who wish to live and work in our community. Sustainable growth, as championed by conservationists like myself, offers far more advantages to our community than no growth at all. History has shown us that the key to a prosperous society is not in stagnation, but in the careful and responsible use of our resources to meet the needs of the many and not just the few.

Our Project, Prodigal Sons, consists of a 'single farm restaurant' that will feed people locally, provide jobs and unique living opportunities, unlike grass seed and single crop export farmers. We have been diligently working with the City of Sherwood and the High school Ag and Culinary programs with intent to provide career opportunities and real-world skill development to the students. There are two types of landowners in our area. The first type are focused on growth opportunities and plan comprehension. The second type champion land preservation now that they built their homes where forest and farms used to be and dislike the middle and lower income folks in general.

Recently we have heard disturbing news that there is opposition to growth from several organized groups. As fact, the massive commercial farms with the most capital are not friends of Oregon's environment and financial future...

Organizations like Thousand Friends of Oregon, while well-intentioned in their efforts to preserve natural spaces, often fail to recognize the real-world impact of their policies on ordinary Oregonians. Their stance is reminiscent of Henry Thoreau's philosophy of naturalism—a perspective that prioritizes untouched wilderness over the needs of people, especially those of middle and lower incomes. Unfortunately, this approach is detrimental to the economy, creating a situation where "the few with the most" exert influence to protect their estate views at the expense of working and poor families who need affordable housing and job opportunities. If Metro is convinced not to act due to well organized and well-funded opposition groups representing s small percentage of the population, there will be no meaningful growth in Sherwood for many years to come and the fallout will be your (Metro's) failure because of wealthy numby influence.

Sherwood is a growing community with real needs. Leaving developable and well-planned land undeveloped in the name of preservation benefits a select few, but it does nothing to help the people of Sherwood diversify and thrive. Instead, we need to focus on sustainable development that balances environmental responsibility with economic growth. Responsible housing, jobs and infrastructure supports our town by allowing future generations to thrive in the area. At present, our next generation can't afford to live here and don't have enough local jobs here.

I urge Metro to consider the long-term benefits of sustainable growth over the short-term appeal of leaving land wild. Just as Roosevelt and Pinchot understood the value of managing natural resources for the benefit of all, we must adopt policies that ensure the land serves the people of Sherwood—not just those who can afford to prioritize untouched nature over community needs. The Sherwood West concept plan addresses that in a most impressive way.

Additionally, if City Council is given unfavorable conditions that stalemates the entire ask of the Urban Growth Management Decision, they could potentially withdraw and fail to have served

our community. Most will likely not be in service many years from now anyway. The application process is too costly. We would have to start the process all over again. By the time interest returns, if at all, and sites are permitted and built it will have been 8 years. Hopefully this letter gets into the right hands and Sherwood will maintain trajectory towards becoming one of Oregon's most desired places to live, for all, not just the few.

I look forward to your consideration of this critical issue and am confident that with timely and fair stewardship, we can create a future where Sherwood thrives economically, socially, and environmentally.

Thank you for your time and attention.

Sincerely,

Peter C. Foster

Owner
Memoirs LLC
[redacted]
Honolulu, HI. 96813
memoirshawaii.com

Managing Partner
Prodigal Sons LLC
[redacted]
Sherwood, OR. 97140
prodigalsons.farm

[redacted]
[redacted]

Miriam Hanes

From: Peter Foster <[redacted]>
Sent: Friday, August 23, 2024 11:32 AM
To: Metro 2040
Subject: [External sender]Urgent. Please Read
Attachments: Final Letter to Metro.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Peter Foster

19800 SW Kruger Road

Sherwood, Oregon, 97140

[redacted]

8.22.2024

Metro Council

600 NE Grand Ave

Portland, OR 97232

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Thank you for your time and attention.

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Managing Partner
Prodigal Sons LLC
[redacted]
Sherwood, OR. 97140
prodigalsons.farm

[redacted]
[redacted]

CLACKAMAS COUNTY

PLANNING & ZONING

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DEVELOPMENT SERVICES BUILDING
[redacted]
OREGON CITY, OR 97045

TO: Metro Urban Growth Management Team, via email [redacted]

FROM: Clackamas County Planning Staff

RE: Technical Letter of Comment Regarding the Draft 2024 Urban Growth Report

DATE: August 22, 2024

Thank you for the opportunity to comment on the Draft 2024 Urban Growth Report (UGR). We appreciate your efforts to coordinate with our team and the many conversations you have convened in developing this report.

In addition to the Clackamas County Board's letter of comment, our technical staff would like to submit to the record the below concerns, questions and requests.

First, as raised at MTAC, it is difficult to determine how the calculations were made between the appendices and the draft UGR. We request that you provide a clearer record of computation in calculating the formal figures that are the basis for tables in the UGR.

For example, Table 9, *Summary of residential growth capacity inside the UGB by housing type* (page 32) shows "low", "mid", and "high" capacity numbers for single-unit detached, middle housing, and multifamily housing types. But the note to the table says that these capacity numbers should not be totaled, "for instance, adding up high capacity for each housing type", so it is unclear how we know how much capacity exists in the UGB and how these numbers should be used to compare capacity to the projected need. While Metro staff has provided, via email, some clarity to how the numbers in this table were calculated, it remains unclear how this table relates to Table 15 (page 40) in which the expected need is compared to some amount of capacity in each of the scenarios. To that end, additional data in an appendix that clearly walks a reader through these calculations should be provided; this would not only be helpful for reviewers, but it would also lead to more confidence in the summaries and options presented in the UGR.

Buildable Lands Inventory:

- Our team would like to thank Metro Staff and Johnson Economics for the creation of the Predictive Redevelopment Model to create a supply side response to key market parameters for anticipated development and redevelopment activity (Appendix 2, Attachment A). This is an innovative resource that is working to provide one of the missing pieces of the puzzle in matching land use with the redevelopment aspects of buildable land. That said, we do have some questions about the assumptions for redevelopment. One concern is that the proforma indicates that much of our "naturally occurring" affordable housing, such as manufactured home parks and older existing apartments will be re-developed. We are concerned that some of the assumptions may not support the retention of these critical assets, thereby leading to displacement, and also may incorrectly influence the capacity estimates.

Housing Needs Analysis:

- Data on housing underproduction show inconsistencies. In 2021, ECO Northwest conducted a study, Implementing a Regional Housing Needs Analysis Methodology in Oregon that estimated housing underproduction in the Portland Metro region to be 59,488 units (Exhibit 18, p. 35). In the draft UGR, however, the estimate for housing underproduction is estimated to be 15,000 (Table 10, p. 33). Metro Staff provide a thorough methodology for calculating underproduction (Appendix 8A, p. 4), but the UGR and accompanying appendices do not provide an explanation for this discrepancy. Further, it would be helpful to have a record of specific inputs and calculations that result in the figures listed in Table 10 on p. 33 in the UGR.
- There is detailed information about the total new housing units needed in the Metro UGB by housing type (Table 14, p. 37) but there is no equity analysis in the UGR or Appendices 8 or 8A that provide a clear understanding of who the proposed housing units in Sherwood West are going to serve or how these new housing units will be used to accommodate those working in the hospitality sector of the proposed expansion area.
- Slope requirements may not equate to affordable housing. Site design and assembly adds considerable cost and discourages a site's likelihood for affordability when entering the market after construction. Further scrutiny and discussion on housing mix, particularly aspects of its affordability, should be determined and clarified in the final UGR.

Employment Land:

- Provide a clearer understanding of how slope requirements affect buildable land inventory. If slope requirements are at 7%, that would decrease buildable industrial land from 6,000 acres to 4,700 acres inside the UGB, on aggregate. If we are planning for high growth, this would change a 750-acre aggregate surplus into a 550-acre aggregate deficit (Table 19; p. 54 of draft UGR).
- Discussion on transportation and transit investment is almost completely missing in the report and accompanying Appendices; this must be developed and included in the UGR. Currently, there are no transit options in the proposed expansion area, and the closest bus in service is 2 miles away from Sherwood West. Addressing infrastructure needs and investment is critical for growth in the region.
- There may be a mismatch in what is presented in the Buildable Land Inventory (Figure 23; p. 55; Appendix 6) and what is desired when considering market factors. The current analysis presents Tier 3 land that is a minimum of 30 months from being development ready. Also noted in the UGR is that the average industrial parcel size is 3.8 acres, with a median industrial parcel size of 1.7 acres. Market factors indicate firms seek parcels that are a minimum of 5 acres and Tier 2 readiness (developable in 7 to 30 months or less). It would be useful for the analysis to break down data even further, describing the amount of land that is at least 5 acres and at least Tier 2 in readiness.

Capacity Analysis:

- Capacity allocated to unincorporated Clackamas County includes several areas that will not urbanize and develop at expected densities unless annexed into a city. Based on conversation with Metro staff, we understand that urban levels of capacity that are within the City of Happy Valley's North Carver/Pleasant Valley Plan area and planned areas outside of Oregon City are

included in the unincorporated county totals if the lands have not yet annexed to the respective cities. While staff also understands that this capacity is included as part of regional capacity for the purposes of assessing the regional urban growth boundary, we have several concerns about including this capacity in the unincorporated totals versus the cities where this urban development would happen.

a. County staff raised this issue several times throughout the development of the draft UGR and was assured that it would be addressed or at least acknowledged. Based on out reading of the draft UGR and associated appendices, it is neither addressed nor acknowledged.

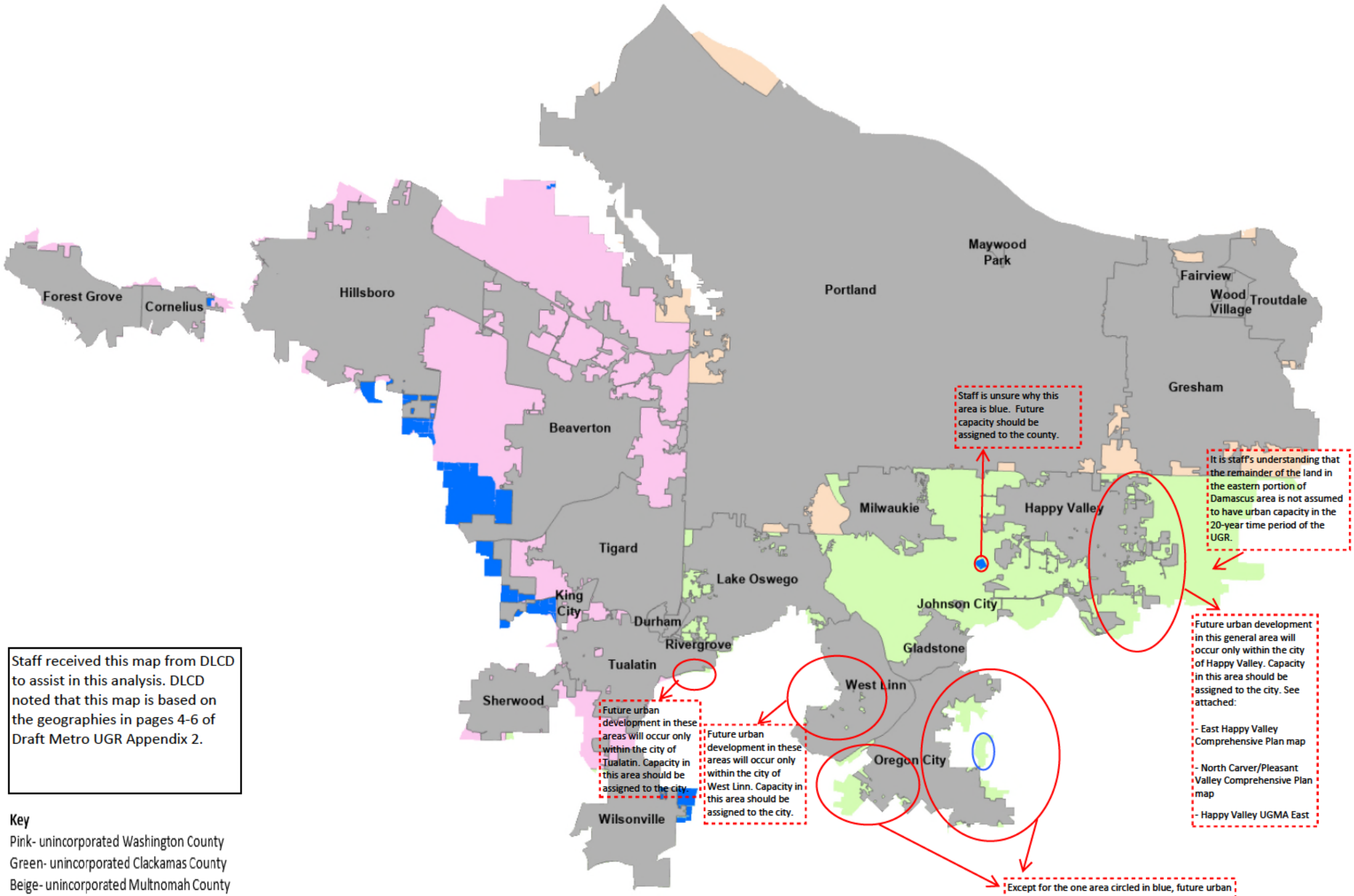
b. The urban unincorporated land (UUL) within the Metro UGB will be allocated housing targets under the new Oregon Housing Needs Analysis (OHNA) rules. Specifically, it appears from initial drafts of the OHNA methodology for allocating housing production targets, that the state will by relying on Metro's capacity analyses and ultimately Metro's distributed forecast for these housing production allocations. It is county staff's understanding that Metro's distributed forecast is at least partially based on these capacity numbers. Therefore, it is imperative that the capacity is "assigned" to the correct jurisdiction.

c. To that end, county staff has attached several maps to this letter to help Metro identify where future capacity numbers should be assigned and is happy to work with Metro staff to resolve this issue.

- The capacity analysis also overestimates capacity allocated to residential development and underestimates capacity for commercial development in some areas identified as having "mixed use", which county staff understands to mean zoning that would allow for both residential and commercial development. Specifically, in areas along McLoughlin Blvd in Clackamas County – in which the general commercial zoning also allows fairly high-density housing - it is assumed development of buildable lands will be 95% residential and 5% commercial. Little to no residential development has occurred in this location in the last several decades despite housing being allowed by zoning.

We acknowledge that completing these analyses for the region are challenging, especially in this time of constant change in housing and employment markets and new rules coming down from the state. We appreciate Metro's efforts to create an analysis that is more nuanced and market-based, rather than the simpler demand versus supply numbers that have been used in past reports, and we recognize that this approach leads to more uncertainty.

With that in mind, we would like to reiterate our Board's request to consider selecting the high growth rates for both population and employment, which will provide jurisdictions the latitude to attract more investment opportunities, meet coming housing production targets, and better be able to balance housing, employment and transportation needs.



Staff received this map from DLCD to assist in this analysis. DLCD noted that this map is based on the geographies in pages 4-6 of Draft Metro UGR Appendix 2.

Key

Pink- unincorporated Washington County
Green- unincorporated Clackamas County
Beige- unincorporated Multnomah County
Blue- UGR Appendix 2 p.6 jurisdictional assignment

CLATSOP ST
CLATSOP
162ND AVE
172ND
SAGER RD
HEMRICH RD
SCOUTERS MOUNTAIN RD
HAGEN RD
MONNER RD
PLEASENT VALLEY PKWY
MISTY DR
TROGE RD
CROSSROADS AVE
169TH AVE
VOGEL RD
SUNNYSIDE RD
SUNNYSIDE
ROCK CREEK BLVD
HWY 212

R-20
R-10
R-15
R-7
R-5
R10
R5
R7
IPU
EC
IC
MUR-M2
MUR-S
MUR-M1
MUR-A
MCC
SFA
CCC
MUE
RRFF5

LOCATION



HAPPY VALLEY, OR
EST. 1965

East Happy Valley Comprehensive Plan

Existing Roads

- Arterial
- Collector

Planned Roads

- Arterial
- Collector

Zoning

- Community Commercial Center (CCC)
- RRFF5
- Employment Center (EC)
- Industrial Campus (IC)
- Institutional and Public Use (IPU)
- Mixed Commercial Center (MCC)
- Mixed Use Employment (MUE)
- Mixed Use Residential - Attached (MUR-A)
- MUR-M1 (Mixed Use Residential MultiFamily)
- MUR-M2 (Mixed Use Residential Multifamily)
- MUR-S (Mixed Use Residential Single Family)
- R-5 (Residential 1 Unit/5,000 SF. Ft.)
- R-7 (Residential 1 Unit/7,000 Sq.Ft.)
- R-10 (Residential 1 Unit/10,000 Sq.Ft.)
- R-15 (Residential 1 Unit/15,000 Sq.Ft)
- R-20 (Residential 1 Unit/20,000 Sq.Ft.)
- R-20 (Residential 1 Unit/20,000 Sq.Ft.)
- Single-Family Attached Residential (SFA)
- Comprehensive Plan Boundary

0 0.07 0.15 0.3 Miles

Date Saved: 9/28/2022

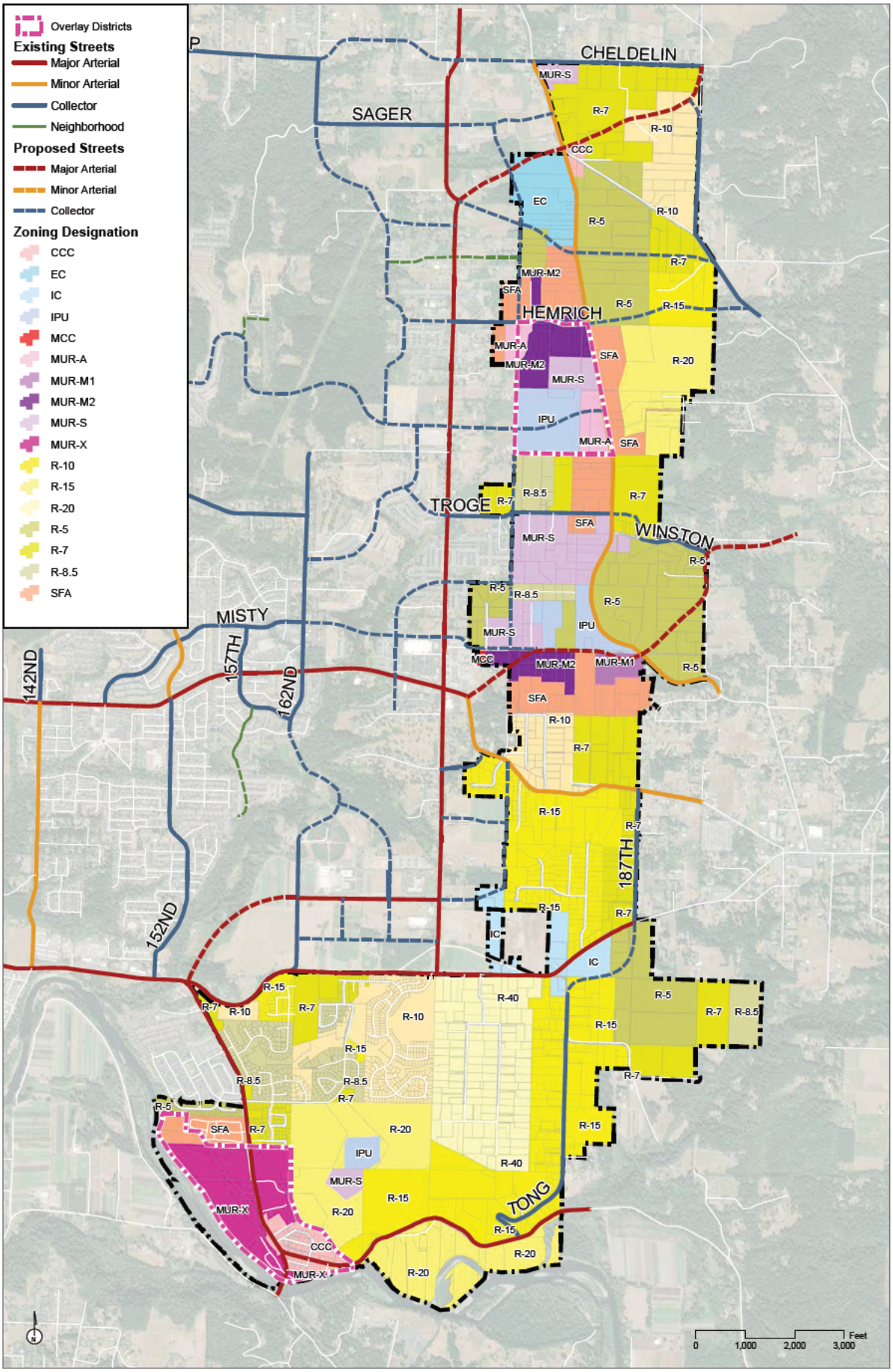
Source: Data from Clackamas County GIS & Metro Data (2021)

The information on this map was derived from digital databases from the City of Happy Valley. Care was taken in the creation of this map but it is provided "as is". The City of Happy Valley cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Although information from Land Surveys may have been used in the creation of this product, in no way does this product represent or constitute a Land Survey. Users are cautioned to field verify information on this product before making any decisions.

This document has been reproduced from the East Happy Valley Comprehensive Plan Map updated February 7, 2009.

City of Happy Valley G:\Maps\Maps For Planning\2022 Planning maps\Long Range maps\EHVCP September 2022\EHVCP September 2022.aprx

Figure 23. Zoning Map



005414

DocuSign Envelope ID. 0D422339-34FF-4403-B293-E391A7AFA253

CITY OF HAPPY VALLEY/CLACKAMAS COUNTY

URBAN GROWTH MANAGEMENT AGREEMENT

This Urban Growth Management Agreement ("UGMA" or "Agreement"), by and between the City of Happy Valley, an Oregon municipal corporation ("City") and Clackamas County, a political subdivision of the State of Oregon ("County") (collectively, the "Parties," and each individually a "Party").

RECITALS

WHEREAS, authority is conferred upon local government under ORS 190.010 to enter into an agreement for the performance of functions and activities that the local government, its officers or agencies has authority to perform; and

WHEREAS, the City and the County have a common interest in coordinated comprehensive plans, compatible land uses and coordinated planning of urban facilities within the Happy Valley Urban Planning Area East ("HVUPAE"), as described in Exhibit A to this Agreement; and

WHEREAS, the exchange of information should concentrate on issues that may have a significant impact on either Party and should not entail cumbersome procedural requirements that may increase the time necessary to expedite decision making; and

WHEREAS, OAR 660-003-0010 requires management plans for unincorporated areas within an urban growth boundary to be set forth in a statement submitted to the Land Conservation and Development Commission ("LCDC") at the time of acknowledgement request; and

WHEREAS, OAR 660-011-0015 requires an urban growth management agreement to specify the entity responsible for the preparation, adoption and amendment of the public facility plan(s); and

WHEREAS, the City and County previously entered into an urban growth management agreement on January 30, 1992, and amended on June 19, 2001, and subsequently amended on November 18, 2013 for areas to the west and southwest of the existing City of Happy Valley (extending to the Veterans Memorial Highway), which is hereby referred to as the "UGMA WEST" and is a separate urban growth management agreement from this Agreement, which is hereby referred to as the "UGMA EAST".

Clackamas County Official Records
Sherry Hall, County Clerk
Commissioners' Journals
Agreements & Contracts
2021-0580
12/02/2021 2:06:29 PM

NOW THEREFORE, the Parties agree as follows:

AGREEMENT

1. Definitions.

As used in this Agreement, the following words shall mean or include:

1.1 Comprehensive Plan. Any plan document as described in ORS 197.015(5) that is adopted by a Party and that applies within the HVUPAE.

1.1.1 City Comprehensive Plan. The City of Happy Valley Comprehensive Plan.

1.1.2 County Comprehensive Plan. The Clackamas County Comprehensive Plan.

1.2 Land Use Policies. The whole or any part of any comprehensive plan, subarea comprehensive plan, Title 16 of the City's Municipal Code ("Development Code"), the Clackamas County Zoning and Development Ordinance ("ZDO"), refinement plan, public facility plan developed under OAR Chapter 660, Division I, land use regulation as defined by ORS 197.015(11), or any other generally applicable policy regulating the use or development of land. As applied to Metro, "Land Use Policies" include Planning Goals and Objectives, Regional Urban Growth Goals and Objectives, Functional Plans, and Regional Framework Plans.

1.3 Happy Valley Urban Planning Area East ("HVUPAE"). The HVUPAE includes unincorporated land within the Portland Metropolitan Urban Growth Boundary ("UGB") located generally east of 172nd Avenue and west of 222nd Avenue, as illustrated on the map attached as Exhibit A to this Agreement.

2. Terms of this Agreement.

2.1 This UGMA EAST becomes effective as specified under Section 8.3, below, and shall continue thereafter for an initial term of 10 years, unless terminated as provided in this Section or modified consistent with Section 8.4. This Agreement automatically renews for one additional 10-year term unless, not later than 90 days prior to the expiration of the initial term of this UGMA, one of the Parties provides the other Party with written notice that it does not wish to renew the UGMA EAST, in which case this UGMA will automatically terminate upon completion of the initial 10-year term. Either Party may terminate this agreement at any time after providing at least 90 days written notice to the other Party.

3. General Provisions.

3.1 General Planning and Permitting Responsibilities

3.1.1 Comprehensive Plan/Zoning Designations and Amendments. The County Comprehensive Plan and zoning shall apply to all unincorporated land within the HVUPAE until such time as those lands are annexed into the City. Unless

otherwise provided by law, the development of a comprehensive plan map amendment or zone change for the unincorporated areas within the HVUPAE shall be a coordinated joint effort of the Parties. The County shall be responsible for preparing and making a decision on all legislative and quasi-judicial comprehensive plan amendments/zone changes for areas within the HVUPAE not annexed to the City in coordination with the City and consistent with state law and the Metro Functional Plan. The City shall have the unrestricted right to review, comment on and appeal all legislative and quasi-judicial comprehensive plan amendments/zone changes processed by the County within the HVUPAE.

3.1.2

Land Use Permitting Authority. The County Comprehensive Plan and land use regulations shall apply to an application for a permit or other land use review within the HVUPAE not annexed to the City. County shall retain responsibility and authority for all implementing regulations and land use actions for all unincorporated lands within the HVUPAE, until lands are annexed to the City.

For properties that annex into the City of Happy Valley in the HVUPAE, the City shall apply the underlying County Plan and zone provisions in accordance with the procedural framework of the City's Municipal Code until the City has adopted urban City Comprehensive Plan designations and zoning districts for the HVUPAE.

3.1.3

Urban Plan Development. The Parties agree that the City shall be responsible for developing and adopting an urban Comprehensive Plan and zoning districts for areas that do not currently have urban designations within the HVUPAE, per Section 4 of this Agreement.

3.1.4 Land Divisions. Land divisions that would create parcels smaller than 20 acres in size shall not occur within lands with a Rural Comprehensive Plan designation within the HVUPAE.

3.2 Annexation.

3.2.1 Conditions Requiring Annexation. The owner(s) of property adjacent to the City (including by extension of a public right-of-way or body of water, per the City's annexation policies), who are seeking access to City-provided services (for example, Planning, Engineering, or Building Division permits) may be required to submit an annexation petition to the City.

3.2.2 Annexation Consent. At the discretion of the Board of County Commissioners ("Board"), the County may provide consent for annexations, when such consent is required per ORS 222.170 or ORS 222.125 for properties utilizing county right-of-way for an annexation, if city agrees to accept the transfer of the section of the roadway being used to access the annexed property.

3.2.3 Annexation Plan. Any City-initiated Annexation Plan shall be developed consistent with applicable state and regional laws. Opportunity shall be provided

to citizens, the County, active Citizen Planning Organizations ("CPOs") and affected service providers to review and comment on the Annexation Plan prior to any annexation election. Annexation Plan(s) will include development of public facilities plan(s) for the Annexation Plan area(s).

3.3 Public Facilities.

3.3.1 Public Facilities Plans. Except as identified in Section 4, the City shall coordinate the preparation or amendment of public facilities plans within the HVUPAE as may be required by OAR Chapter 660, Division 11 (Public Facilities Planning) and applicable sections of ORS Chapter 195 with the appropriate service providers. Upon annexation, an area within the HVUPAE shall be provided with public facilities services through a combination of City-provided services and by way of Intergovernmental Agreements ("IGAs") with applicable service providers, which may include the following: sanitary storm services – Water Environment Services "WES"); water service providers – Sunrise Water Authority, Clackamas River Water; county road services – Clackamas County Department of Transportation and Development; fire prevention services – Clackamas Fire District No. 1; services related to the provision and maintenance of open space – Metro; mass transit services – Tri-Met; and, school facility planning – North Clackamas School District No. 12, Gresham-Barlow School District, and Centennial School District.

3.3.2 New Service Districts. County shall not form any new county service districts to serve any areas within the HVUPAE, nor shall it support the annexation of any land within the HVUPAE to any such districts or to any other service districts without the prior written consent of the City.

4. Planning for Urbanization of Rural Lands in the HVUPAE.

4.1 Planning authority. The City shall be responsible for planning for any future urbanization of rural lands within the HVUPAE. The urbanization of rural lands within the HVUPAE will only occur upon annexation to the City. The City shall coordinate with the County Planning Division and other relevant County Department of Transportation and Development ("DTD") staff regarding future urban planning and development activities and the transportation network in the HVUPAE. County staff shall be invited to participate in the proceedings of all relevant Technical Advisory Committees in the review of urban plans within the HVUPAE. The City shall notify and coordinate with the County on amendments to the City's Transportation System Plan ("City TSP").

4.2 Land use and transportation planning in the HVUPAE. Building off existing studies and previously completed planning work, the City of Happy Valley and the County will develop the following planning documents for the HVUPAE:

4.2.1 Integrated Land Use and Transportation Plans (Urban Plans):
The City may create detailed, integrated land use and transportation plans for "phases," or portions of the HVUPAE that the City determines are of sufficient size to phase development and urban service provision in a cost-effective and efficient manner. These plans shall include all elements required for a full urban

comprehensive plan for the selected area.

4.2.1.1 Coordination: All integrated land use and transportation plans shall be coordinated with the County to ensure consistency with County transportation plans and other planning in adjacent unincorporated rural areas. The City shall lead this planning undertaking with County coordination and participation in all relevant committees.

4.2.1.2 Notification: The City shall notify the County Planning Director prior to the initiation of each phase of urban land use and transportation planning. Notification shall, at a minimum, include a map of the area to be planned and an estimated timeframe for adoption of an urban plan.

4.2.1.3 Providing Employment Land: The City and County recognize the importance or providing employment land to support stronger economic growth in the County and will work together to identify opportunities to provide such lands in the HVUPAE, to potentially include employment areas different than those identified as Metro Title 4 lands.

4.2.1.4 Providing Affordable Housing Opportunities: The City and County recognize the importance or providing land for the development of affordable housing in the County and will work together to identify opportunities to provide such lands in the HVUPAE.

4.2.2 Clackamas County Transportation System Plan ("County TSP"): An update of the County TSP will be developed for the Metro UGB area illustrated within Exhibit A beyond (east of) any areas inside the HVUPAE that are not part of an integrated land use and transportation plan that is adopted or actively being completed by the City. The County TSP update will plan for transportation improvements necessary to serve travel patterns that are expected in the future in and adjacent to the HVUPAE including, without limitation, those areas within the Metro UGB but outside the HVUPAE.

4.3 State Highway System Improvements. The City and County recognize the importance of working with the Oregon Department of Transportation ("ODOT") to ensure that state transportation facilities be built/improved to accommodate expected population and employment growth in the HVUPAE and will utilize any subsequent land use and transportation plans to advocate for the timely development of the Sunrise Highway.

5. Other City Responsibilities.

5.1 Functions. All functions relating to the subject matter of this Agreement not specifically listed in this Section or any Exhibit as being the responsibility of the City will remain the responsibility of County. City shall be responsible for the timely and effective distribution to County of studies, information, requests, data and personal communications in City's possession on any matter concerning coordination between the City and County and/or regarding any infrastructure or policy issues coordinated by County.

5.2 Road Jurisdiction, Transfer and Condition. The City shall assume jurisdiction of the full width of any applicable segment of County road classified by the County as minor arterial, collector, connector, or local street that is within or immediately abutting an area annexed to the City within one year of the date of that annexation, assuming all provisions detailed below have been met. The transfer and assumption of jurisdiction shall be consistent with the provisions of ORS 373.270.

Concurrent with the date that a road is transferred, the County will upgrade the roadway or provide funds equivalent to the cost of a two-inch overlay over the existing pavement area, unless the road has a Pavement Condition Index (PCI) rating of 70 or higher, or the Parties mutually agree that overlay funds are not necessary for transfer. Alternatively, if a roadway or roadway section has a PCI of 50 or less, the City will only accept said roadway once a PCI of 70 or higher is achieved by the County or the Parties mutually agree upon a funding level equivalent to upgrading of the roadway to a PCI of 70 or higher.

5.2.1 For any County minor arterial, collector, connector or local street within the City boundary that is being transferred, but subsequent to annexation, the County shall allow improvements to be constructed to City standards and defer permitting authority to the City. The City shall issue all appropriate permits directly to the developer.

5.2.2 For any improvements to a County major arterial road within the City boundary, the County shall determine if City standards along the major arterial are acceptable to the County and do the following:

A. If the City standards are acceptable to the County, the County shall allow all improvements to be constructed to City standards. The County shall issue all appropriate permits with City concurrence.
B. If the proposed cross section standards are not acceptable to the County, the County shall require those improvements to be constructed to County standards. The County shall issue all appropriate permits.

5.3. City Notice to and Coordination with the County and CPOs.

5.3.1. The City shall provide notice to the County and the appropriate active CPOs at least 20 days prior to the first public hearing on all proposed annexations or extraterritorial service extensions into unincorporated areas.

5.3.2. The City shall provide notice to the County at least 20 days prior to the first scheduled public hearing on all proposed legislative changes to the City Comprehensive Plan or any quasi-judicial hearings regarding properties adjacent to unincorporated areas within the HVUPAE.

5.3.3. The City shall notify and coordinate with the County on amendments to the City TSP.

5.3.4. City shall provide notice and a service-provider comment letter to the applicable County Department in conjunction with the City's review of any land use application or building permit in which the proposed development activity might affect County facilities.

6. Other County Responsibilities.

6.1. County Notice to and Coordination with the City for Lands in HVUPAE.

6.1.1. The County shall provide notice to the City at least 20 days prior to the first scheduled public hearing on all proposed legislative changes to the County Comprehensive Plan text, implementing ordinances or other land use policies affecting land within the HVUPAE, and shall provide notice to the City at least 20 days prior to the first scheduled quasi-judicial public hearing regarding any properties adjacent to the City's incorporated area.

6.1.2. The County shall provide notice to the City at least 20 days prior to a staff decision on any Type II application for administrative action as provided in the ZDO for property within the HVUPAE.

6.1.3. The County shall notify and invite City staff to participate in or comment on all pre-application meetings for design review, conditional use permits, partitions, subdivisions or other significant development proposals within unincorporated areas of the HVUPAE at least 15 days prior to any such meeting.

6.1.4. Any amendments proposed by the County to the UGB within one mile of the HVUPAE will be reviewed jointly by the City and the County prior to submission to Metro.

6.1.5. In any County land use proceeding affecting property within the HVUPAE, the County shall enter all written comments received from the City into the public record and shall consider such written comments in the exercise of its planning and plan implementation responsibilities.

7. Mutual Indemnification

7.1 Subject to Article XI of the Oregon Constitution and ORS 30.260 to 30.300, the City will hold harmless, defend and indemnify the County, its elected officials, officers, and employees, for and against any claims or damages to property or injury to persons, resulting in whole or part from City's acts or omissions in performing any obligations under this Agreement.

7.2 Subject to Article XI of the Oregon Constitution and ORS 30.260 to 30.300, the County will hold harmless, defend and indemnify the City, its elected officials officers and employees for and against any claims or damages to property or injury to persons, resulting in whole or part from the County's acts or omissions in performing any obligation under this Agreement.

8. General Provisions.

8.1 Applicable Law. This Agreement shall be governed by Oregon law, without giving effect to the conflict of law provisions thereof, and the Parties agree to submit to the jurisdiction of the courts of the State of Oregon.

8.2 Insurance Coverage.

8.2.1. Commercial General Liability Insurance. Each of the Parties shall obtain and maintain at all times during the course of this Agreement commercial general liability insurance coverage pursuant to Oregon Tort Claims Act and subject to the limits of the Act covering Bodily Injury and Property Damage on an "occurrence" form in the amount of not less than $1 Million per occurrence/$2 Million general aggregate for the protection of the other Party, its officers, elected officials and employees. This coverage shall include Contractual Liability insurance for the indemnity provided under this Agreement.

8.2.2. Notice of Cancellation. There shall be no cancellation, material change, exhaustion of aggregate limits or intent not to renew any Party's insurance coverage contemplated by this Agreement without 60 days written notice to the other Party. Any failure to comply with the provision will not affect the insurance coverage provided to the Party. The 60-day notice of cancellation provision shall be physically endorsed on to the policy.

8.2.3. The County may self-insure to meet the minimum insurance requirements of this Section 8.2, to the extent that it maintains a self-insurance program that complies with the insurance requirements applicable under this Section 8.2.

8.3 Effective Date and Term. This Agreement shall become effective on the last date signed below and shall continue in effect according to its Terms.

8.4 Amendment. This Agreement may be amended at any time consistent with Section 8.9 below.

8.5 Assignment. Except as otherwise provided herein, the Parties may not assign any of their rights or responsibilities under this Agreement without prior written consent from the other Party, except that a Party may delegate or subcontract for performance of any of their responsibilities under this Agreement.

8.6 Dispute Resolution.

8.6.1. Subject to mutually agreed upon extensions of time in writing, failure or unreasonable delay by any party to substantially perform any material provision of this agreement shall constitute default. In the event of an alleged default or breach of any term or condition of this agreement, the Party alleging such default or breach shall give the other Party not less than 30 days written notice specifying the nature of the alleged default and the manner in which the default may be cured satisfactorily. During this 30-day period, the Party shall not be considered in default for purposes of termination or instituting legal proceedings.

8.6.2. The Parties shall first attempt to resolve the dispute by negotiation, followed by mediation, if negotiation fails to resolve the dispute.

8.6.3. Step One: (Negotiation). Each Party will select one or more person(s) to negotiate on behalf of the entity they represent. Those person(s) shall then meet and attempt to resolve the issue. If the dispute is resolved, there shall be a written determination of such resolution, signed by a representative of each Party and ratified by the governing bodies that shall then be binding.

8.6.4. Step Two: (Mediation). If the dispute cannot be resolved within thirty (30) days at Step One, the Parties may submit the matter to mediation. The Parties shall attempt to agree on a mediator. If they cannot agree, the Parties shall request a list of five (5) mediators from an entity or firm providing mediation services. The Parties will attempt to mutually agree on a mediator from the list provided, but if they cannot agree, each Party shall select one (1) name. The two selected shall select a third person who shall serve as the mediator. The common costs of mediation borne equally by the Parties with each bearing its own costs and fees. If the issue is resolved at this step, a written determination shall be signed by each Party and approved by the governing bodies.

8.6.5. Step Three (Legal Action). If the dispute remains unresolved following mediation, the Parties may seek remedy by appropriate proceedings filed in Clackamas County Circuit Court. In any such judicial proceeding, each Party shall be responsible for its own costs and fees.

8.7 Execution in Counterparts. This Agreement may be executed in any number of counterparts, each of which may be executed by any one or more of the parties hereto, and all of such counterparts shall constitute one Agreement. Counterparts of executed signature pages may be attached to any one or more counterparts of this Agreement. To facilitate execution of this Agreement, the Parties may execute by facsimile or e-mail transmission counterparts of the signature pages.

8.8 Severability. In the event a court of competent jurisdiction deems any portion or part of this Agreement to be unlawful or invalid, only that portion of part of the Agreement shall be considered unenforceable. The remainder of this Agreement shall continue to be valid.

8.9 Entire Agreement. This Agreement constitutes the entire agreement between the Parties and supersedes any prior oral or written agreements or representations relating to the HVUPAE. No waiver, consent, modification or change of terms of this Agreement shall bind the Parties unless in writing and signed by each party.

8.10 Non-Exclusive Rights and Remedies. Except as otherwise expressly provided herein, the rights and remedies expressly afforded under the provisions of this Agreement shall not be deemed exclusive and shall be in addition to and cumulative with all rights and remedies otherwise available at law or in equity. The exercise by either Party of any one or more of such remedies shall not preclude the exercise by it, at the same or different times, of any other remedies for the same default or breach, or for any other default or breach, by the other Party.

8.11 Debt Limitation. This Agreement is expressly subject to the debt limitation of Oregon counties set forth in Article XI, Section 10, of the Oregon Constitution, and is contingent upon funds being appropriated therefore. Any provisions herein which would conflict with law are deemed inoperative to that extent.

8.12 Waiver. The failure of either Party to enforce any provision of this Agreement shall not constitute a waiver by such Party of that or any other provision.

8.13 Interpretation. The titles of the sections of this Agreement are inserted for convenience of reference only and shall be disregarded in construing or interpreting any of its provisions.

8.14 No Third-Party Beneficiary. Neither Party intends that this Agreement benefit, or create any right or cause of action in, or on behalf of, any person or entity other than the County or the City.

8.15 Notices. All notices or other communications required or permitted under this Agreement shall be in writing, and shall be mailed or sent by scanned document (e-mailed) or faxed with hard copy to follow by post, addressed as follows:

To City: City of Happy Valley
Economic & Community Development Department
16000 SE Misty Drive
Happy Valley, OR 97086

DocuSign Envelope ID 0D422339-34FF-4403-B293-E391A7AFA253

To County: Clackamas County Planning & Zoning Division
150 Beavercreek Rd.
Oregon City, OR 97045

IN WITNESS WHEREOF, the respective Parties have caused to be signed on their behalf and enter into this Agreement on the last date indicated below.

CITY OF HAPPY VALLEY

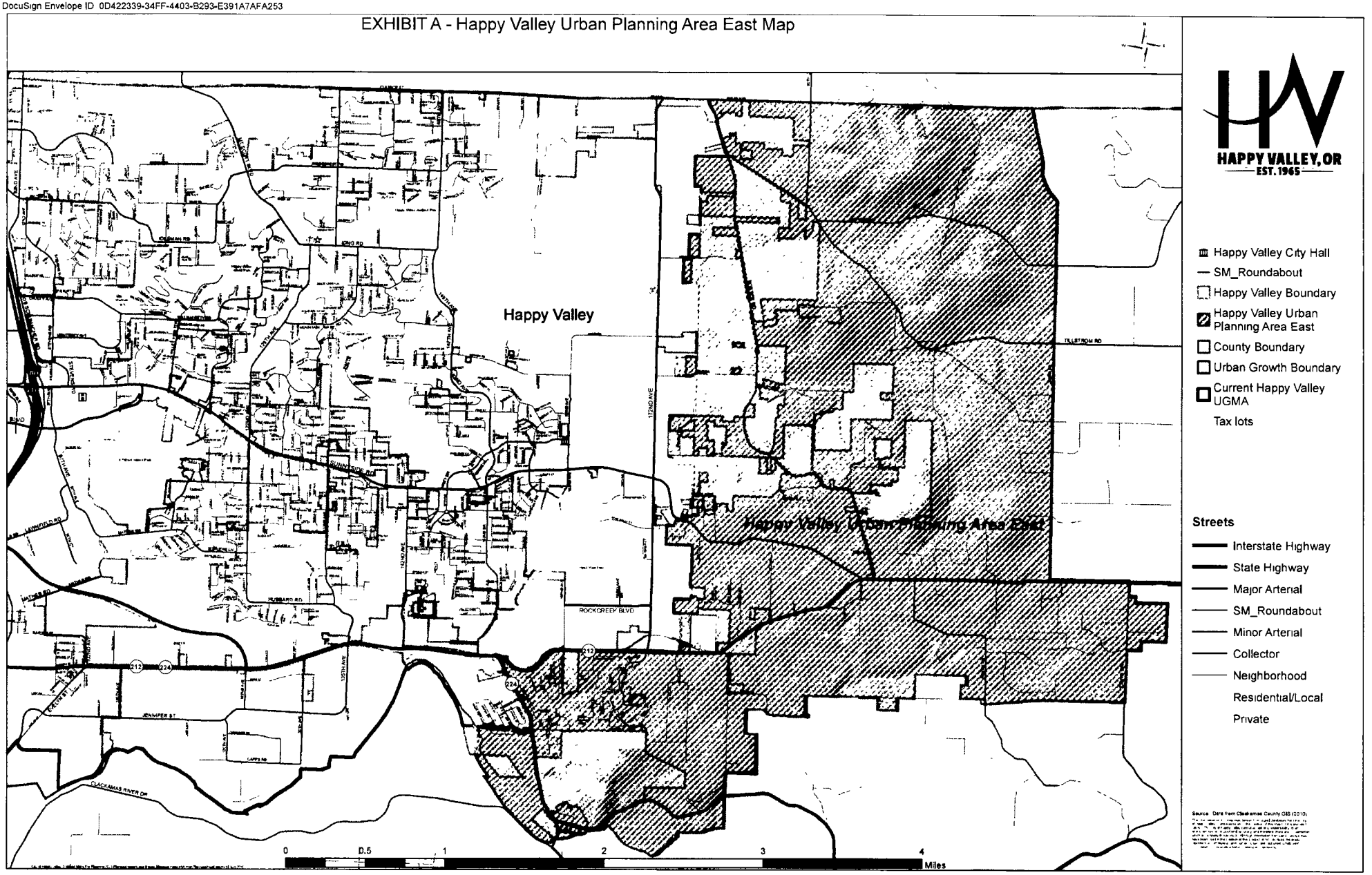
By DocuSigned by: Tom Ellis 10F80C7CEFCD433 Date 10/26/2021
Mayor

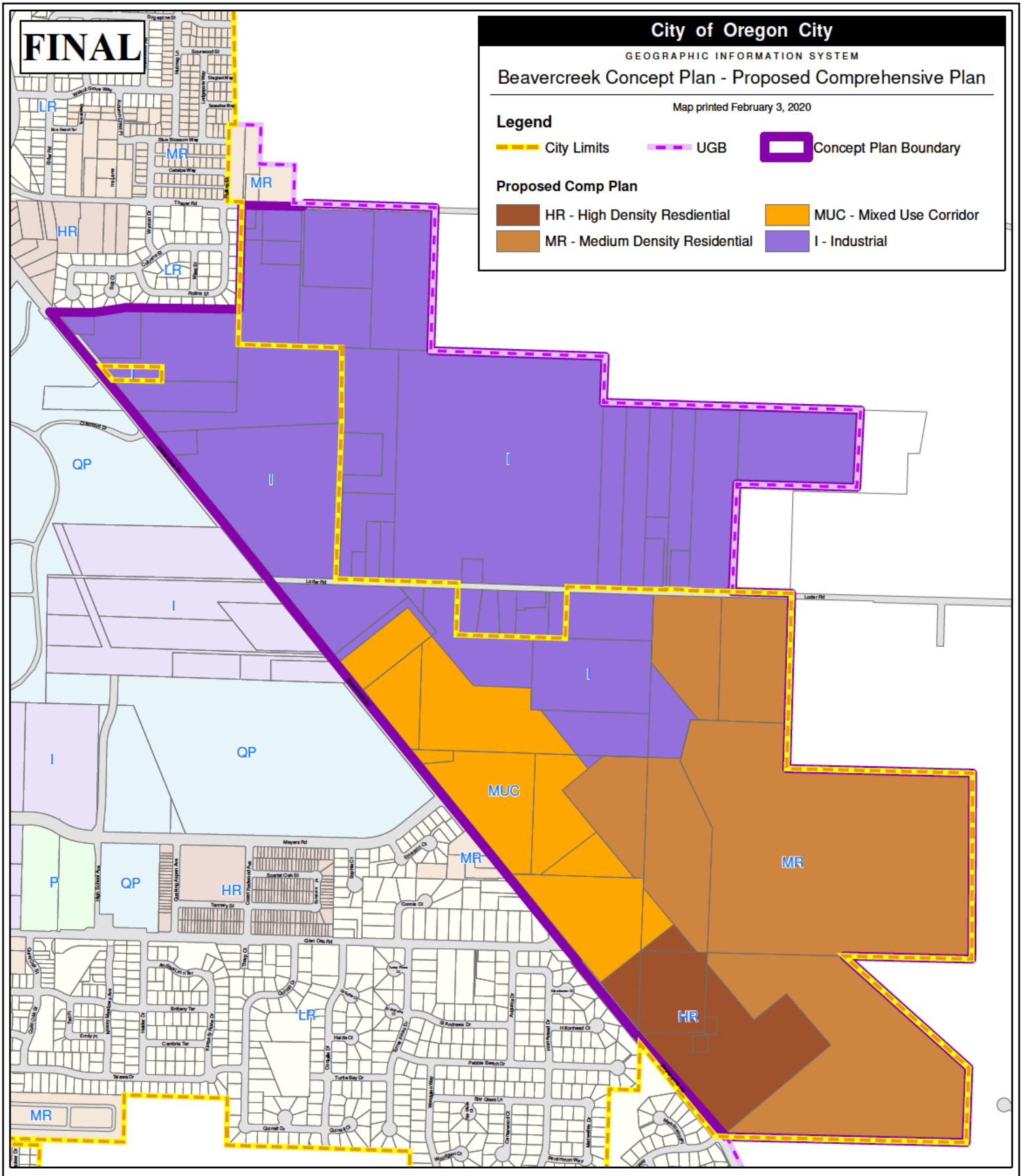
CLACKAMAS COUNTY

By _____ Date 11/24/2021
Chair, Board of County Commissioners

DocuSign Envelope ID: 0D422339-34FF-4403-B293-E391A7AFA253

EXHIBIT A - Happy Valley Urban Planning Area East Map





The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. This map is not suitable for legal, engineering, or surveying purposes. Notification of any errors is appreciated.

N
W E
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LEG 19-0003
Beavercreek Road Concept Plan - Zoning and Code Amendments

0 450 900 Feet

1 inch = 900 feet

City of Oregon City
P.O. Box 3040
625 Center St
Oregon City, OR 97045
503-657-0891 phone
503-657-6629 fax
www.orcity.org

Plot date: February 3, 2020
Plot name: Beavercreek Concept Plan - Proposed Comp Plan - 8x10P - 20200203.pdf
Map name: Beavercreek Concept Plan - Proposed Comp Plan - 8x10P.mxd

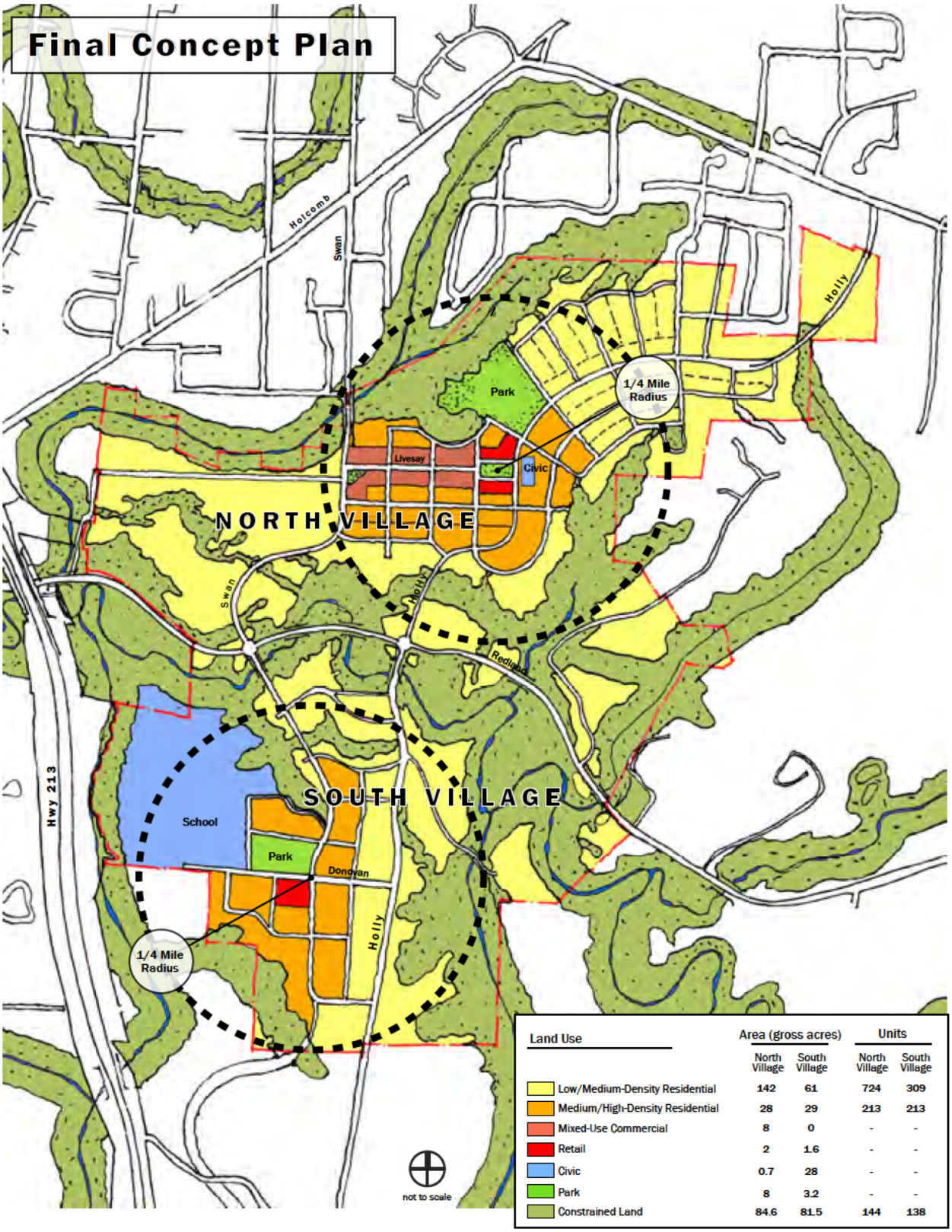


Figure 1-1. Park Place Concept Plan Urban Growth Diagram

This map is for concept planning purposes only. The specific locations of natural resource boundaries, open space, parks, land uses, roads, trails, infrastructure and related improvements may change and is subject to on-site verification and design at the time of development.

City of Oregon City

GEOGRAPHIC INFORMATION SYSTEM

Proposed Comprehensive Plan Designations

- LR - Low Density Residential
- MR - Medium Density Residential
- HR - High Density Residential
- Mixed Use-Corridor
- QP - Public/Quasi Public
- City Limits
- UGB
- Study Area

South End Concept Plan

OREGON CITY

The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. This map is not suitable for legal, engineering, or surveying purposes. Notification of any errors is appreciated.

N W E S

0 0.25 0.5 Miles

0 1,000 2,000 3,000 Feet

005429

City of Oregon City
P.O. Box 3040
625 Center St
Oregon City, OR 97045
503-657-0891 phone
503-657-6629 fax
www.orcity.org

OREGON CITY

Please recycle with colored office grade paper.

Plot date: March 21, 2014
Plot name: SECP - Proposed Comp Plan - 11x17P - 20140321.pdf
Map name: SECP - Proposed Comp Plan - 11x17P.mxd

Miriam Hanes

From: Fritzie, Martha <[redacted]>
Sent: Thursday, August 22, 2024 3:16 PM
To: Metro 2040
Subject: [External sender]Clackamas County Staff Comments - Draft UGR 2024
Attachments: Metro Draft UGR Technical Staff Letter_ClackCo_082224.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Thank you for considering the attached comments from Clackamas County staff regarding the draft UGR Report.

Please feel free to reach out to me with any questions,
Martha

Martha Fritzie, Principal Planner
Clackamas County DTD|Planning & Zoning
150 Beavercreek Road|Oregon City, OR 97045
[redacted]

Working hours 7:30am to 6:00pm|Monday – Thursday

Please visit our **webpage** for updates on Planning services available online, service hours and other related issues.



Follow Clackamas County: Facebook | Twitter | YouTube | Nextdoor

PMAR
PORTLAND METROPOLITAN ASSOCIATION OF REALTORS®

August 22, 2024

Urban Growth Management Team
Metro
600 NE Grand Avenue
Portland, OR 97232

Dear Metro Urban Growth Management Team,

I am writing on behalf of the Portland Metropolitan Association of Realtors® (PMAR) regarding Metro's Draft Urban Growth Report. We appreciate the extensive work Metro's staff put into the Urban Growth Report. We would also like to thank Metro for inviting PMAR to the Urban Growth Report Stakeholder table; it was a welcome opportunity to better understand the report's underlying work, data, and assumptions, and to discuss some of our region's challenges and opportunities with other stakeholders.

PMAR recognizes the Portland region is lacking tens of thousands of homes necessary to meet our growing population and that people in our community suffer due to this lack of housing. Our region's current level of housing construction is 10.1% below the long-term average, and no where near on pace to catch up with past underproduction, let alone accommodate future growth. Portland in particular is struggling to keep up with needed housing production; the city is on track to produce only 500 new units this year, when the forecasted need by 2045 is more than 120,000 new homes.

As a region, we must embrace land use, development, and zoning principles that provide and encourage an abundant mix of housing types that meets community needs and provides sufficient housing for current and future residents. Restrictive land use regulations play a major role in stymying the proliferation of new housing. Accordingly, PMAR supports much needed growth in the Metro area's capacity for housing development, which removes a barrier to housing construction; getting the 2024 growth management decision right will support the continued growth and prosperity of our entire region.

In that spirit, PMAR strongly urges Metro to adopt a higher growth population forecast, and urges the Metro Council to support the City of Sherwood's request for expansion.

Population Forecast

The draft report forecasts regional population growth "only from net in-migration," due to lower

forecasted birth rates, and assumes that growth rates will be slower as a result over the next 20 years.

While this is a reasonable assumption, it fails to recognize that the policy choices we make today will impact whether or not our region is a place that attracts new residents over the next 20 years. Put another way, if we plan for low growth, we are unlikely to see anything other than low growth. But if we plan for robust growth, and make policy choices that support a vision of higher growth, our region becomes a more attractive place to future residents.

We strongly recommend adoption of the higher growth population forecasts, to set the stage for nearer term policy decisions and actions that will in turn foster stronger population growth, and help our region realize economic growth and prosperity.

City of Sherwood Expansion

PMAR supports the City of Sherwood's expansion proposal, particularly the 340 net acres of residential land proposed in the Sherwood West Concept Plan. PMAR believes that there is no one-size-fits-all to housing and that a vast array of homes of various types and at various price-points are needed to serve members of the community, accommodate new residents, and ensure that members of our community can buy a home that fits their unique needs. Accordingly, while Metro may want to make recommendations or provide incentives to encourage certain kinds of housing development, PMAR would discourage prescriptive requirements or new regulations that would limit Sherwood's housing development options.

PMAR is committed to working collaboratively with Metro and other stakeholders to ensure that our region's growth management decision is implemented in a way that benefits all residents and facilitates growth of the housing market.

Michele Gila
Director of Realtor® Advocacy

Miriam Hanes

From: Amy Ruiz <[redacted]>
Sent: Thursday, August 22, 2024 3:17 PM
To: Metro 2040
Cc: Michele Gila; Kari Chisholm
Subject: [External sender]Fwd: UGR comments
Attachments: PMAR UGR Report Comments 08222024.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Attached, please find comment on the Urban Growth Report from Portland Metropolitan Association of Realtors®. Thank you for the opportunity to weigh in.

Best,
Amy Ruiz

—
Amy Ruiz
[redacted]
Partner, Swift Public Affairs
[redacted]

Miriam Hanes

From: Patty Hales [redacted]
Sent: Thursday, August 22, 2024 6:07 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Sherwood Urban growth boundary

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Patricia Hales

Miriam Hanes

From: Jessica Pelz [redacted]
Sent: Friday, July 26, 2024 4:16 PM
To: Metro 2040
Cc: Stephen Roberts; Erin Wardell; Theresa Cherniak
Subject: [External sender]2024 UGR Testimony - Washington County Board of Commissioners
Attachments: BCC - Urban Growth Report Comment Letter 07-16-24.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Urban Growth Management Team,

Please accept the attached letter from the Washington County Board of Commissioners into the public record for the 2024 Urban Growth Report.

Thank you,
Jessica

Jessica Pelz, AICP | Policy Analyst
Washington County Department of Land Use & Transportation
Office of the Director
[redacted] | Hillsboro, OR 97124
[redacted]

INFO: Washington County email address has changed from @co.washington.or.us to @washingtoncountyor.gov. Please update my contact information.

July 16, 2024

Metro Council
600 NE Grand Ave.
Portland, OR 97232

RE: Draft 2024 Urban Growth Report

Dear Chair Peterson and Metro Councilors,

Thank you for the opportunity to comment on the draft Urban Growth Report (UGR) and Sherwood West urban growth boundary (UGB) expansion proposal. The 2024 growth management decision is the blueprint for how Metro Council will lead the region in planning for future housing development and employment opportunities. We appreciate that these decisions are challenging and acknowledge there are trade-offs that must be carefully considered in this decision process.

Our Board strongly supports the City of Sherwood's application for expansion of the urban growth boundary to include the 1,291 acres within the Sherwood West urban reserve area. The city has demonstrated their readiness to serve the area with governance and infrastructure as required by Metro's Urban Growth Management Functional Plan. The City's plan envisions that up to 5,582 housing units and 4,524 jobs could be accommodated in the expansion area. As we are all grappling with ways to produce more housing in the region and across the state, adding this land to our regional urban growth boundary makes sense. In addition, Sherwood has shown that the proposed Sherwood West employment area has the site suitability characteristics to attract more of the types of industry that Sherwood has successfully recruited to the city in recent years. Even though this is a regional urban growth boundary expansion decision using regional analysis, place matters in this consideration. Sherwood has demonstrated that they are a place where people want to both work and live.

We also encourage Metro Council to strongly consider selecting the high growth rate for both population and employment. The selected growth rates guide regional policy and funding decisions around housing, employment land and supporting infrastructure. Choosing low growth rates could artificially constrain our ability to plan for or make decisions to support the development of badly needed housing of all types, or further constrain opportunities to grow our region's traded-sector employment, which provides living wage jobs for thousands of our community members.

Board of County Commissioners
[redacted] Hillsboro, OR 97124-3072
[redacted]

Thank you for your consideration. We look forward to continued partnership with Metro in planning to accommodate future growth to keep our region a thriving and great place to live.

Sincerely,



Chair Kathryn Harrington
On behalf of Washington County Board of Commissioners

Cc: Board of County Commissioners
Sherwood City Council
Stephen Roberts, Director of Land Use & Transportation, Washington County
Catherine Ciarlo, Director of Planning, Development and Research, Metro

Board of County Commissioners
[redacted], Hillsboro, OR 97124-3072
[redacted]

Miriam Hanes

From: Brandi Hendryx <[redacted]>
Sent: Thursday, August 22, 2024 6:32 PM
To: Metro 2040; Marissa Madrigal; Lynn Peterson; Gerritt Rosenthal; Ashton Simpson; Mary Nolan; Christine Lewis; Juan Carlos Gonzalez; Duncan Hwang; [redacted]
Cc: [redacted]
Subject: [External sender]2024 Sherwood West Urban Growth Boundary Expansion Proposal - Opposition

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

To whom it may concern,
As long time residents (since 1997) and taxpayers of Sherwood, we strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. We stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Brandi & Tony Hendryx
[redacted]

My name is Julie Horowitz.

My family and our family farm is on the edge of the UGB expansion area. We've lived here 25 years.

I am a supporter of the West of Sherwood Farm Alliance.

The Mayor of Sherwood and Planning Director have testified publicly that what will be built in the Sherwood UGB expansion area will be market-rate housing, not affordable housing.

According to Redfin the average rent in Sherwood is $2,704 per month.

That is $700 more per month than in Beaverton, $900 more per month compared to Portland and $1,000 more per month than in Gresham.

If you assume a household is willing - or forced - to pay 30% of its pre-tax income on rent in Sherwood, they will need to earn $108,000 per year to afford that rent.

No teacher in Sherwood schools, even one with a master's degree and many years of experience, can afford that rent. No one working in the proposed "hospitality commercial" area in the Concept Plan would even dream of renting in Sherwood.

The average home price in Sherwood, according to Zillow, is about $650,000.

A family would need a household income of about $172,000 to buy that housing, assuming they had saved $130,000 for the downpayment and could get a 6.5% interest rate. And they would still be paying 30% of their pre-tax income for their home.

The idea that adding land for housing in Sherwood will contribute to the supply of affordable housing in the region is ridiculous. Ridiculous.

If MPAC is really interested in UGB expansions that might, *might*, contribute to the supply of truly affordable housing, you should recommend that the Metro Council reject this proposal and instead wait to consider UGB expansion applications are made under Governor Kotek's Senate Bill 1537.

That bill will go into effect in January, a few weeks after Metro is scheduled to make its decision on the Sherwood luxury housing proposal.
****

Julie Horowitz

Miriam Hanes

From: Julie Horowitz [redacted]
Sent: Wednesday, August 21, 2024 5:15 PM
To: Metro 2040; Sherwood Farm Alliance
Subject: [External sender]2024 Sherwood West Urban Growth Boundary Expansion Proposal

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To Whom it May Concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Julie Horowitz

Miriam Hanes

From: Jim Huston [redacted]
Sent: Thursday, August 15, 2024 5:06 PM
To: Metro 2040
Cc: Jan Huston; [redacted]
Subject: [External sender]We Say NO to the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

We Say NO to the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary
[redacted]

To whom it may concern:

As residents and taxpayers of Sherwood, we strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes.

The proposed expansion is unnecessary because:

- Metro's own projections from 2022 forecast only 3% growth for Sherwood in coming decades.
- Sherwood has sufficient land already to support additional housing and economic development - if developed wisely. The desires of Sherwood City to expand its tax base and of developers to gain additional lands for development are not adequate justification for the proposed expansion.
- Minimal support from the local community. In a 2021 poll, 84% of Sherwood residents opposed the UGB expansion in and around Sherwood.
- There are currently large areas of undeveloped land that have been brought inside the UGB in the last 20 years. According to projections, there is sufficient industrial land within the current boundary for the next 20 years. This proposed expansion (or a modified version) can be revisited in 10-12 years, but at this time it is completely unnecessary.

We stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community. Senate Bill 100 as enacted in 1973 was done specifically to prevent the kind of development that this proposed expansion clearly is - driven by private interests and profits rather than the public interest.

Sincerely,

Jim and Jan Huston
[redacted] Sherwood OR

Miriam Hanes

From: Eric Rutledge <[redacted]>
Sent: Friday, August 2, 2024 12:16 PM
To: Miriam Hanes
Cc: Molly Cooney-Mesker; Eryn Kehe
Subject: [External sender]Fwd: Sherwood West UGB Expansion Support

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Wanted to make sure this made it to you.

Thanks!

Eric Rutledge
City of Sherwood
Community Development Director
[redacted]
Desk [redacted]
Work Cell [redacted]

From: Troy Kazebee [redacted]
Sent: Sunday, July 14, 2024 5:17:14 PM
To: [redacted]>
Cc: [redacted] <[redacted]>; [redacted] >; [redacted] Tim Rosener [redacted]
Subject: Sherwood West UGB Expansion Support

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

Dear Mr. Rosenthal,

I am Troy Kazebee, and together with my wife Kendra, we are the owners of the property at 19300 SW Edy Rd in Sherwood. We strongly endorse the Urban Growth Boundary expansion proposed for Sherwood West.

For the past 22 years, we have proudly called Sherwood our home, raising our four children and residing in various neighborhoods within the city. As our family grew, Sherwood provided the housing options we needed, with connected neighborhoods and walking paths that have fostered a unique community atmosphere.

Throughout this time, we have actively participated in and contributed to the Sherwood West Planning process over the last decade. The proposed plan, encompassing 1,291 acres, addresses both Sherwood's and Metro's housing and employment land shortages. It builds upon

Sherwood's established character with connected neighborhoods, walking paths, and parks, elements that have kept us committed to this community.

Recently, we have been approached by the West of Sherwood Farm Alliance urging us to oppose the UGB expansion. Their involvement at this late stage is concerning given their absence from earlier planning discussions. However, having closely followed and studied the proposal over the years, and recognizing the housing and employment land shortages faced by Metro, we firmly believe it aligns with the future needs of Sherwood and Metro.

Therefore, we wholeheartedly support the City of Sherwood's request for a 1,291-acre UGB expansion.

Thank you for your time and consideration. If you have any questions, please reach out.

Sincerely,

Troy and Kendra Kazebee

[redacted]

[redacted]

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HOME BUILDING ASSOCIATION
OF GREATER PORTLAND

August 22nd, 2024

Marissa Madrigal, COO
Metro
600 NE Grand Ave.
Portland, OR 97232

Cc:
President Lynn Peterson
Councilor Ashton Simpson
Councilor Christine Lewis
Councilor Duncan Hwang
Councilor Gerritt Rosenthal
Councilor Juan Carlos Gonzalez
Councilor Mary Nolan

RE: Metro's 2024 Urban Growth Report and Sherwood's Urban Growth Boundary Expansion Request

Dear Ms. Madrigal,

My name is Preston Korst and I'm the Director of Government Affairs at the Home Building Association of Greater Portland. HBA is dedicated to maximizing housing choice for all who reside in our region by shaping an environment in which industry professionals can meet the diverse needs of all communities.

I'd like to start off by personally thanking you and the rest of Metro's planning staff, including Katherine Ciarlo, Eryn Kehe, Ted Reid, Malu Wilkinson (and many more) for hosting and facilitating the Urban Growth Report Stakeholder Roundtable. This broad and diverse group of interested parties met for two hours monthly for nearly a year to discuss and debate the central tenants of the Urban Growth Report (UGR) and the impacts it will have on our region. As HBA's representative in that group, I can say that it provided much needed dialogue and reflection space for us to discuss how we as a region wish to grow. Your willingness to provide that opportunity is greatly appreciated.

In this letter, we hope to outline our industry's perspective on the 2024 Draft UGR and to provide our unequivocal support for the City of Sherwood's Urban Growth Boundary (UGB) expansion request.

For housing affordability and the overall health of our economy, HBA and many others in the housing industry urge your COO Recommendation and Metro Council to take a high-growth position when evaluating our region's land supply and housing needs in this UGR and move to approve Sherwood's UGB request without conditions.

Consider for a moment the exorbitant costs to purchase a home in our region. According to Zillow, the median home sale price in June was $521,133 (Multnomah County), $579,979 (Washington County), and

$631,000 (Clackamas County). Staggering as these figures are, they come as no surprise given that Oregon is staring down a housing deficit of 140,000 units. And if our goal is to advance economic justice and racial equity, then we must reverse these trends in a way that builds wealth and increases homeownership opportunities for more families who've traditionally been locked out of the homebuying market. In other words, WE ARE IN A HOUSING CRISIS.

- -

UGR Question #1: Which population and growth projections should Council make?

With the UGR, we believe that the focal and starting point rests primarily on the population and growth scenarios presented in the report. While the draft contains a lot to applaud—including acknowledgements of an existing regional housing shortage, changing housing choices due to the pandemic, and the creation of newly allowed middle housing options—it still includes elements that are concerning for our industry.

For one, the report concludes that regional population growth is slowing because birthrates are dropping (which of course is an established national trend). This means that in-migrating residents will be the primary driver of our population growth, as it has been in recent years. This analysis makes sense. However, the report erroneously assumes that, "Slowing population growth also means slower job growth." We respectfully disagree.

Though we concur that we can't necessarily change what the data tells us, we *can* choose policies that will bend the precision of that data towards a stronger economic future. In other words, if we use this growth report to prepare for strong economic and housing growth, we believe that in-migration will adapt towards a higher-opportunity future—if you build it, they will come. On the flipside, if we plan for anemic growth and limit our ability to adapt to the market, we'll just be realizing our own economic stagnation. In either case, it's a self-fulfilling prophesy.

UGR Recommendation #1: assume and position the report with the high-growth population scenario.

We feel that Metro would not only be wise, but would be making the most responsible public-policy decision to plan for growth, despite what projections may or may not suggest. Preparing with an attitude of a high-growth scenario provides Metro and local jurisdictions with more flexibility to plan for the future that will avoid future housing crises and economic stagnation. As we hear often from planners: *failing to plan is planning to fail*.

- -

UGR Question #2: How should Council approach housing need and development scenarios?

To start, we want to acknowledge the fact that Metro staff included in this report an existing housing shortage of 23,700 units. While many in the housing industry would argue (with additional sources) that number is considerably low, it is still an important indication of how serious our housing crisis is to Metro. Moving on from there, we appreciate the difficult work that went into calculating our housing needs over the next 20 years. And we believe it would be misleading, if not negligent, to suggest that our region's housing needs are anything except *high*. Therefore, **we urge Metro to adopt the high-forecast housing need of at least 203,200 units over the next 20 years**. This reflects a greater sense of reality than the baseline or low-point figures hold.

Additionally, in the report, Metro also makes assumptions about not only the rate of our growth, but also *how we will and should grow*. Found on pages 38-39, the report contains several assumptions for development potentials using "illustrative demand and capacity scenarios." While we aren't exactly sure which data these trends were founded upon, we do feel that they all but marginalizes and unduly prevents the construction of new, single-family homes for residents. It assumes, either through economic reality or lifestyle choices, that our region's historically strong demand for homeownership isn't a viable scenario going forward. Again, we disagree.

And importantly, just after the limited scenarios are presented, the report goes on to say that "…it will be the market, not Metro's UGR calculations, that determine what mix of middle housing and single-unit detached housing gets built…" Yet, in the way that the housing needs scenarios are presented, Metro is essentially asking its Council to do just that by attaching to their decision a condition and outcome which will essentially select which types of housing should get built. Housing construction is a market-driven industry, with the overwhelming majority being built by private developers. We believe that it is not within Metro's power or provision to attempt to guide the mix of housing the market will bear, least of all with just four narrow scenarios.

UGR Recommendation #2: Metro should adopt a high-forecast housing need. Also, it should reject the growth scenarios presented in the UGR or establish an additional scenario that creates flexibility for the housing market to adapt to the demand of consumers.

A high need scenario reflects the reality on the ground and will allow policymakers across the region take actions that will address the high cost of housing in their communities. Also, we believe that the forecasted development scenarios have been created despite the fact that nearly 4 out of 5 Oregonian's still prefer to live in a single-family home versus other housing types. And it fails to recognize the power that public-policymaking has on the creation of new housing, which could make single-family entry-level homes more affordable. Lastly, it ignores the fact that the vast majority of homeownership opportunities lie in the single-family market. We believe that Metro should consider that our region's collective desire to foster equity and economic justice will rely on the unique wealth and community-building opportunities that arise with homeownership.

City of Sherwood UGB Expansion Request

This year, the City of Sherwood is the only city requesting a UGB expansion—and we believe that it would have a tremendous impact on our region, in the form of 4,500 good-paying jobs, roughly 5,000 new homes, and the creation of hundreds of acres of parks and natural areas.

For almost two years, I had the pleasure of sitting on the Sherwood West Technical Advisory Committee which helped shape the concept planning for the area. I can say without reservation that the plan brought forward by staff, regional stakeholders, and community members has been careful, conscientious, and equitable. **We applaud the delivered outcome and encourage Metro to move forward with an approval that encompasses the entirety of the 1,291 acres as requested, *without conditions.***

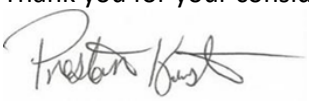
As Metro knows well, bringing new lands into the UGB requires focused planning, financing for infrastructure, and a building environment that can support growth. Fortunately, Sherwood is primed for just that. Over the last several years, the city has undergone extensive public engagement to develop a plan that is innovative, forward-thinking, and contains a variety of tools that will create complete and livable communities. However, adding conditions as suggested in a recent Council Session, could be

detrimental to that extensive outreach. There are serious political costs to adding conditions, not to mention the hundreds of thousands of dollars in grants and general fund dollars would be jeopardized if onerous restrictions are placed on this community-led design.

Given the continued severity of our region's housing crisis, mixed with the budding opportunities to capitalize on historic investments for local economic development—HBA and our partners in the housing sector view this request as a great example of a planning process that will bear fruit for generations. It will help empower our region to reach its housing production goals while creating an indispensable lifeline to a struggling local economy. For affordability and the overall supply of housing, the Sherwood West proposal is an undeniably smart plan that deserves the community's support and Council's unanimous vote.

In closing, we would like to thank Metro staff and Council for the dedicated service they offer to our communities. From long-range planning to affordable housing development, the work you do is not easy and the stakeholder groups you engage are broad and not always agreeable. We appreciate the efforts taken to develop the 2024 Draft UGR and to review Sherwood's 2024 UGB Expansion. And we implore you to consider the serious housing crisis we are facing when making your ultimate recommendations and decisions.

Thank you for your consideration of our testimony,



Preston Korst
Director of Public Policy and Government Affairs
Home Building Association of Greater Portland

Miriam Hanes

From: Preston Korst <[redacted]>
Sent: Thursday, August 22, 2024 3:45 PM
To: Metro 2040; Marissa Madrigal
Cc: Lynn Peterson; Ashton Simpson; Christine Lewis; Duncan Hwang; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan
Subject: [External sender]HBA Testimony: Draft UGR and Sherwood West UGB Request
Attachments: HBA Testimony, 2024 UGR and Sherwood West Expansion Request (8-22-2024).pdf

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Good afternoon Metro leaders!

Please find attached to this email the Home Building Association of Greater Portland's testimony for the 2024 Urban Growth Report and the Sherwood West Expansion Request. If you have any questions, please feel free to reach out directly by phone at [redacted]

Thank you so much.
Preston

Preston Korst
Director of Policy and Government Affairs
Home Building Association of Greater Portland
email: [redacted]
[redacted]

Miriam Hanes

From: Amelia Larkin <[redacted]>
Sent: Monday, August 5, 2024 4:54 PM
To: Metro 2040
Subject: [External sender]In Support of Sherwood West Expansion Plan

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Dear Metro Council,

I am writing in my support of the City of Sherwoods West Expansion Plan. Like many towns and cities Sherwood is experiencing a housing shortage, unlike many others Sherwood is uniquely situated to provide planned growth that will benefit the current and future residents of Sherwood. The community engagement and dedication of the local councils and committees ensures that the rich history and appeal of Sherwood is not lost to growth but rather enhanced and capitalized upon in a way that creates everlasting ties among residents new and old alike.

The passing of the West expansion is important because it satisfies all needs in protecting the land while providing opportunities and growth in a way that brings and keeps the best of Sherwood. True progress comes from building on the past with an eye to the future; holding tight to what once was will kill any economic and social prosperity that Sherwood is poised to take. It is up to us as stewards of the town we love to pass the expansion plan and do our best for future generations.

Sherwood is growing, whether people want it to or not but we have a chance to guide that growth in a way that benefits all. Please think of all residents when choosing to support and pass this plan and not only the few with the most.

Thank you,
Amelia Larkin

Miriam Hanes

From: Greg Manning <[redacted]>
Sent: Tuesday, July 30, 2024 3:04 PM
To: Metro 2040
Subject: [External sender]2024 Urban Growth Report Comment

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Dear Metro Council and Staff:

I urge you to support Sherwood's current request for a growth boundary expansion, having spoken with Sherwood officials and reviewed their conceptual planning for Sherwood West.

The lack of large employment sites is hampering our region's economic growth. The Portland MSA in recent months has posted the largest year-over-year job losses out of all 50 of the country's largest MSAs (nearly all metro areas gained jobs over this period). Sherwood will help provide those needed employment sites.

A wavering employment market also will worsen the housing affordability crisis we face in this region. The limited supply of land for residential development is another crucial affordability factor, by limiting new housing creation. Residential land availability and housing production were a focus of the last state legislative session due to widespead voter frustration over housing affordability in our region.

My experience as a development finance consultant, after many years of financing construction with area banks, has made clear to me the many problems that our limited land supply has caused.

Please consider the legislature's lead and support Sherwood's expansion effort.

Thank you for your consideration.

Greg Manning
[redacted]
Portland, OR 97219
[redacted]

Miriam Hanes

From: Connor Ayers
Sent: Tuesday, July 23, 2024 1:24 PM
To: Metro 2040; Georgia Langer
Cc: Ted Reid; Molly Cooney-Mesker; Laura Combs
Subject: RE: for council - FW: Draft 2024 Urban Growth Report - Public Comments - My Client David Marks

Thanks Miriam, I've shared this with the council.

Connor Ayers (he/they)
Legislative and Engagement Coordinator

Metro Council Office
600 NE Grand Avenue
Portland, OR 97232-2736
[redacted]
www.oregonmetro.gov

From: Metro 2040 <[redacted]>
Sent: Tuesday, July 23, 2024 1:12 PM
To: Connor Ayers <[redacted]>; Georgia Langer <[redacted]>
Cc: Ted Reid <[redacted]>; Molly Cooney-Mesker <[redacted]>; Laura Combs [redacted]
Subject: for council - FW: Draft 2024 Urban Growth Report - Public Comments - My Client David Marks

Hey team,

Some public comments re: UGR for council. I will send them confirmation of receipt.

Miriam Hanes | Metro | Program Assistant - Urban Policy & Development
My gender pronouns: she, they | Schedule: 8:30 a.m. to 5:00 p.m. Monday to Friday

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From: Mike Connors <[redacted]>
Sent: Tuesday, July 23, 2024 11:54 AM
To: Metro 2040 <[redacted]>
Subject: [External sender]Draft 2024 Urban Growth Report - Public Comments - My Client David Marks

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Urban Growth Management Team,

This firm represents David Marks, who owns property in the Stafford area that is part of Metro's urban reserves area. Mr. Marks is submitting the attached comments on Metro's draft 2024 Urban Growth Report for the Metro Council's consideration.

Please confirm receipt of our letter and let us know if you have any questions. Thanks, Mike

E. Michael Connors
Partner

Hathaway Larson LLP
[redacted]
Portland, OR 97209
[redacted]

Named as one of "America's Leading Lawyers for Business" (Oregon)
by *Chambers USA* in Real Estate: Zoning/Land Use (2009-2024)
Selected to "Oregon Super Lawyers" in Land Use/Zoning (2015-2024)
Selected to "Best Lawyers in America" in Land Use/Zoning Law

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Miriam Hanes

From: Mike Connors <[redacted]>
Sent: Tuesday, July 23, 2024 11:54 AM
To: Metro 2040
Subject: [External sender]Draft 2024 Urban Growth Report - Public Comments - My Client David Marks
Attachments: Metro Urban Growth Report 2024 Ltr (David Marks).pdf

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Urban Growth Management Team,

This firm represents David Marks, who owns property in the Stafford area that is part of Metro's urban reserves area. Mr. Marks is submitting the attached comments on Metro's draft 2024 Urban Growth Report for the Metro Council's consideration.

Please confirm receipt of our letter and let us know if you have any questions. Thanks, Mike

E. Michael Connors
Partner

Hathaway Larson LLP
[redacted]

Named as one of "America's Leading Lawyers for Business" (Oregon)
by *Chambers USA* in Real Estate: Zoning/Land Use (2009-2024)
Selected to "Oregon Super Lawyers" in Land Use/Zoning (2015-2024)
Selected to "Best Lawyers in America" in Land Use/Zoning Law

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HATHAWAY LARSON
Koback · Connors · Heth

July 23, 2024

VIA EMAIL ([redacted]

Metro Council
Attn. Urban Growth Management Team
Metro Regional Center
600 NE Grand Ave.
Portland OR 97232

Re: Draft 2024 Urban Growth Report
Public Comments
My Client: David Marks

Dear President Peterson & Councilors:

This firm represents David Marks, who owns property in the Stafford area that is part of Metro's urban reserves area (the "Stafford Area"). Mr. Marks is submitting these comments on Metro's draft 2024 Urban Growth Report (the "Draft 2024 Report") for the Metro Council's consideration. As explained below, the Metro Council should reject the Draft 2024 Report because it is inconsistent with Goal 14, the implementing statutes and administrative rules, and the Court of Appeals' recent decision in *Marks v. LCDC*, 327 Or App 708, 536 P3d 995 (2023) ("*Marks*").

A. Introduction

In 2020, Mr. Marks filed a petition for enforcement with the Land Conservation and Development Commission ("LCDC") seeking to nullify and/or modify the five and three-party intergovernmental agreements ("IGAs") between Metro, Clackamas County, and the Cities of Lake Oswego, West Linn and Tualatin (the "Cities") that controls the future development of Stafford Area. Mr. Marks filed the petition for enforcement because Metro abdicated its regional planning authority over the Stafford Area by granting the Cities complete control over the timing of the expansion of the Urban Growth Boundary (the "UGB") into this area. Given the Cities' decades-long opposition to the urbanization of the Stafford Area, the IGAs will obstruct the State and regional efforts to increase the housing supply and address the regional housing crises.

In 2022, the Oregon Court of Appeals reversed LCDC and remanded the petition for enforcement matter to require LCDC to determine if the IGAs violate the regional framework plan and implementing goals, statutes and administrative rules. *Marks*, 327 Or App at 738. Although the

E. Michael Connors
[redacted]
Portland, OR 97209
[redacted]

Court did not resolve the merits of the petition for enforcement, the Court reiterated prior caselaw recognizing Metro's responsibility to implement a regional strategy for the metropolitan UGB as opposed to an ad hoc approach led by the metropolitan cities. The Court stated that Goal 14 and the implementing statutes and administrative rules require Metro to determine the 20-year regional housing needs and identify the best location to expand the UGB to satisfy those housing needs, not the metropolitan cities.

The Draft 2024 Report is yet another instance of Metro abdicated its regional planning authority and granting the metropolitan cities control over the timing and location of the UGB expansion. Instead of Metro determining the 20-year housing needs for the region and evaluating the urban reserve locations suited to accommodate those needs, the Draft 2024 Report confers that authority to the metropolitan cities. Metro is restricting its growth analysis to the City of Sherwood's limited proposal solely because Sherwood is the only city that requested a UGB expansion. The Draft 2024 Report takes this limited approach even though the 20-year housing needs analysis identified a need for significantly more housing units than Sherwood is proposing. This ad hoc, bottom-up type of approach to the Metro regional UGB is the opposite of what the Oregon legislature intended and is inconsistent with Goal 14 and the recent *Marks* decision.

B. Metro is required to determine the need and location for UGB expansions consistent with Goal 14 and the implementing statutes and administrative rules.

Metro is responsible for coordinating land use planning in the tri-county region consisting of Clackamas, Multnomah and Washington County. ORS 195.025; ORS 268.380(1)(c); ORS 268.385. One of Metro's primary responsibilities is the adoption and management of the regional UGB to ensure that the metropolitan regional housing and employment needs can be met. ORS 268.380-268.390; *Marks*, 327 Or App at 712-13; *Sensible Transportation v. Metro. Service Dist.*, 100 Or App 564, 567, 787 P2d 498, *rev. den.*, 310 Or. 70, 792 P2d 104 (1990). The Court of Appeals has repeatedly stated that in assigning Metro the responsibility for justifying, adopting, and securing acknowledgment of the metropolitan area UGB, the Oregon Legislative Assembly "presumably determined adoption and administration of the metropolitan area UGB required Metro's unique regional perspective, rather than leaving adoption and administration of the UGB to the large number of cities and counties making up the metropolitan area." *Marks*, 327 Or App at 712-713; *Sensible Transportation*, 100 Or App at 567. (Emphasis added).

As part of its UGB-related responsibilities, Metro is required to conduct a review of the metropolitan area UGB every six years to ensure that it continues to maintain a 20-year supply of urbanizable land within the UGB. ORS 197.299. With respect to housing, Metro must demonstrate that its regional plan has "sufficient buildable lands within the urban growth boundary . . . to accommodate estimated housing needs for 20 years." ORS 197.296(2). Metro's needs analysis must be supported by substantial evidence. *City of West Linn v. LCDC*, 201 Or App 419, 440, 119 P3d 285 (2005). If Metro determines that the land supply is inadequate, it must expand the UGB or take other measures to ensure that the identified need can be accommodated. ORS 197.296(6); ORS 197.299(2); *Marks*, 327 Or App at 713.

In considering where to expand the UGB, Metro's analysis must comply with Goal 14, which includes four "boundary location" factors that Metro must consider when determining which urban

reserve land to add to the UGB. Goal 14; *Marks*, 327 Or App at 713. The four boundary location factors are "(1) [e]fficient accommodation of identified land needs; (2) [o]rderly and economic provision of public facilities and services; (3) [c]omparative environmental, energy, economic and social consequences; and (4) [c]ompatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB." *Id.* A decision to add land to the UGB must compare alternative areas based on a balancing of all these factors, rather than reliance on any one factor. *Citizens Against Irresponsible Growth v. Metro*, 179 Or App 12, 17, 38 P3d 956 (2002); *1000 Friends of Or. v. Metro*, 174 Or App 406, 409–410, 26 P3d 151 (2001); *D.S. Parklane Dev., Inc. v. Metro*, 165 Or App 1, 25, 994 P2d 1205 (2000).

C. The Draft 2024 Report is inconsistent with Goal 14, the implementing statutes and administrative rules, and *Marks*.

The Draft 2024 Report has multiple problems that should concern the Metro Council. The Draft 2024 Report does not explain how Metro is going to satisfy the housing needs over the 20-year period and does not even acknowledge the Goal 14 boundary location requirements or attempt to comply with these requirements. The Draft 2024 Report appears to be designed primarily to justify Metro's policy of limiting its consideration of UGB expansion areas to Sherwood's request since it was the only city to request an expansion. As explained below, the Draft 2024 Report is inconsistent with Goal 14, the implementing statutes and administrative rules, and *Marks* in several respects.

The Draft 2024 Report does not contain any meaningful recommendations or indication of what Metro's chief operating officer and staff may ultimately recommend the Metro Council adopt for its final decision. While we understand this public comment period is designed in part to provide Metro's chief operating officer and staff additional public input to help inform their recommendations, the Draft 2024 Report is so general and ambiguous that it makes it extremely difficult to provide meaningful input and comments. The Draft 2024 Report contains a wide variety of scenarios that lead to very different results, but it lacks any indication of which scenarios are more likely or how the Metro Council should factor in these varying scenarios to its decision. If Metro is truly seeking meaningful public input, requesting that the public comment on such an amorphous and non-committal report is not very helpful or productive.

The Draft 2024 Report failed to acknowledge there is a need for significant new housing in the Metro UGB to satisfy the 20-year housing needs of the region. Currently, there is an existing need for 23,700 additional housing units in the Metro region based on Econorthwest's Existing Housing Needs Report. Draft 2024 Report, Appendix 8A. The Draft 2024 Report notes there is also a need for a significant number of new housing units to address the future growth needs, ranging from 179,500 units under the high growth model, 149,500 under the baseline growth model and 119,600 under the low growth model. In total, this data demonstrates that there is a need for 143,300 to 203,200 new housing units in the Metro UGB to satisfy the 20-year needs of the region.

Instead of acknowledging this need for a significant amount of new housing units to satisfy the 20-year needs of the region, the Draft 2024 Report suggests that the Metro Council has wide "latitude to determine <u>whether</u> additional housing capacity is needed to accommodate potential household growth." Draft 2024 Report, p.37. (Emphasis added). The sole basis for this alleged latitude is the

"uncertainty" in predicting future trends. Draft 2024 Report, p.37-38. The uncertainty in predicting future trends cannot be used as a basis for ignoring the actual data and analysis because Metro's entire process of evaluating the needs of the region for the next 20 years is inherently uncertain. If the mere uncertainty in predicting future trends was sufficient to override the actual data and analysis, there would be no reason to do a detailed analysis of the housing needs in the first place. The Draft 2024 Report appears to be an outcome driven analysis designed to grant the Metro Council maximum latitude and discretion to decide whatever it wants, rather than an evidentiary based decision. Metro's needs analysis must be supported by substantial evidence, not an outcome driven approach designed to provide maximum decision-making discretion. *City of West Linn v. LCDC,* 201 Or App at 440.

The Draft 2024 Report failed to acknowledge that the Sherwood West urban reserve area proposal, the only UGB expansion option identified in the report, is woefully insufficient to satisfy the 20-year housing needs of the region. The Sherwood West proposal will only provide 3,120 to 5,580 new housing units, which will barely put a dent in the 143,300 to 203,200 new housing units needed to satisfy the 20-year needs of the region. By limiting its consideration of UGB expansion options to the Sherwood West proposal, Metro has made it impossible to satisfy the 20-year housing needs of the region.

The Draft 2024 Report does not comply with the Goal 14 boundary location factors. The report doesn't even mention the Goal 14 boundary location factors, let alone address them. Nor could the Draft 2024 Report comply with the Goal 14 boundary location factors because Metro refused to consider any urban reserve areas unless a city proposes an UGB expansion and provides a concept plan. Given that Sherwood was the only city to submit a UGB expansion proposal, Metro's policy of requiring a concept plan as a prerequisite to UGB expansion precludes consideration of any other areas in the Metro region. As a result, the Draft 2024 Report clearly does not identify where the additional housing is most needed as required by Goal 14.

Metro's "policy" of requiring a concept plan from the city before it will consider adding urban reserve land to the UGB is itself inconsistent with Goal 14 and the implementing statutes and administrative rules. Metro's decision to add land to the UGB must compare alternative areas based on a balancing of all the Goal 14 boundary line factors and cannot rely solely on any one factor. *Citizens Against Irresponsible Growth v. Metro*, 179 Or App at 17; *1000 Friends of Or. v. Metro*, 174 Or App at 409–410; *D.S. Parklane Dev., Inc. v. Metro*, 165 Or App at 25. Moreover, Goal 14, the statutes and the administrative rules do not even reference a "concept plan," and they certainly do not require a concept plan as a prerequisite to inclusion in the UGB. Metro's policy for requiring a concept plan as a prerequisite for inclusion in the UGB is based solely on the Metro Code ("MC"), but the Metro Code cannot override the requirements under Goal 14, the statutes and the administrative rules.

As the Court acknowledged in *Marks*, LCDC and the Department of Land Conservation and Development ("DLCD") have both determined that Metro cannot avoid the Goal 14 requirement to study all urban reserve lands for inclusion in the UGB based solely on the lack of a concept plan. *Marks*, 327 Or App at 715-716. If Metro identifies a need for additional land in the UGB to accommodate the regional need for housing and employment, Metro must determine which land to add by evaluating alternative urban growth boundary locations consistent with the boundary

location factors of Goal 14. OAR 660-024-0060(1); *Marks*, 327 Or App at 725. Metro must consider and balance the boundary location factors of Goal 14 for all of the urban reserves areas and determine the UGB boundary location based on all the relevant factors. OAR 660-024-0060(3). Metro cannot use the concept plan requirement in MC 3.07.1110 to avoid the Goal 14 requirement that it study all urban reserve lands for possible inclusion in the Metro UGB. *Marks*, 327 Or App at 737.

Moreover, even the Metro Code does not support such a carte blanche policy. MC 3.07.1425 sets forth "factors and criteria for amendment of the UGB," only one of which includes "whether the area has been concept planned." MC 3.07.1425(c) & (d). MC 3.07.1110(a) provides that concept plans are generally required before land is added to the UGB, but it does not limit Metro's six-year review of the UGB to areas that have a concept plan. Additionally, MC 3.07.1110(e) provides an exception to the general requirement that concept planning occur before land is added to the UGB.

Metro's policy is not only inconsistent with State law, but it based on a unique situation that should not be driving Metro's approach to UGB expansions. Metro added the concept planning requirement due to the UGB expansion in 2002, which included 12,000 acres in the Damascus area that largely failed to urbanize after the decades long legal battle that ultimately led to the City of Damascus disincorporating. But that situation was highly unusual and the reasons why that area has not been urbanized are unique to that situation. The local residents' unusual decision to incorporate Damascus in 2004 to control the development of this urban area, and the subsequent disincorporation after years of political infighting and litigation, that was the reason this area did not get developed. It was certainly not the mere lack of a concept plan.

Had Metro considered other urban reserve areas for possible inclusion in the UGB as required by Goal 14, it would conclude that there are other areas that clearly have a need for additional urban lands. As an example, the City of Tualatin's 2019 Housing Needs Analysis concluded there is an existing lack of affordable housing and lack of capacity to accommodate certain other housing types. Tualatin is unable to accommodate these housing needs without a UGB expansion. Had Metro considered Tualatin's Housing Needs Analysis, it clearly would have concluded there is a specific need for additional urban lands in this location. By refusing to even consider other cities housing needs analysis or similar information, Metro is disregarding its responsibility to determine where the best locations for expanding the UGB in compliance with Goal 14.

D. Conclusion.

The Draft 2024 Report and Metro's whole approach to this six-year UGB expansion review has turned the process on its head. The Oregon legislature granted Metro the authority to administer the regional UGB because it "required Metro's unique regional perspective, rather than leaving adoption and administration of the UGB to the large number of cities and counties making up the metropolitan area." *Marks*, 327 Or App at 712-713. Goal 14 and the implementing statutes and administrative rules were designed to require Metro to determine the housing and employment needs in the region and the locations where those needs can be best served.

Metro's current approach is the opposite of that legislative directive and process. Now the cities dictate when and where the regional UGB expansions will occur. Even when the city proposals are

insufficient to satisfy the regional housing and employment needs, the Draft 2024 Report makes it clear that Metro will either ignore those needs or rely on the inherent uncertainty in predicting future trends as a basis for justifying a smaller UGB expansion. Metro is effectively abdicating its authority over UGB expansions to the cities in contravention of the legislature's intent.

Not only is Metro's approach to this UGB expansion process inconsistent with Goal 14 and the implementing statutes and administrative rules, but it will exacerbate the current housing crisis in the Metro region. As recognized in the Draft 2024 Report, the Metro region currently does not have a sufficient housing supply and many residents are priced out of the market. That trend will only worsen over time. Metro needs to provide leadership on this issue, comply with the required Goal 14 process and be willing to make the hard decisions necessary to address this difficult housing issue plaguing our region. The first step in doing so is to ensure the 2024 UGB expansion process follows the requirements of Goal 14 and the implementing statutes and administrative rules.

We appreciate your consideration of our comments and look forward to addressing this issue further with the Metro Council.

Very truly yours,

HATHAWAY LARSON LLP

/s/ E. Michael Connors

E. Michael Connors

EMC/ep

cc: David Marks

Miriam Hanes

From: Ted Reid
Sent: Friday, July 19, 2024 9:09 AM
To: Eric Rutledge; Eryn Kehe
Cc: Tim Rosener; Keith Mays; Miriam Hanes
Subject: RE: Sherwood West UGB Support

Hi Eric,
I'm forwarding this to Miriam who is maintaining the decision record.

Thanks,
Ted

From: Eric Rutledge <[redacted]
Sent: Friday, July 19, 2024 9:06 AM
To: Ted Reid <[redacted]; Eryn Kehe <[redacted]
Cc: Tim Rosener <[redacted]; Keith Mays <[redacted]
Subject: [External sender]Re: Sherwood West UGB Support

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hi Ted and Eryn,

I talked with Diann this week and we weren't sure if this testimony needs to be resubmitted to be part of the UGB decision record?

There are a few other emails in support that came in before the UGR comment period formally opened.

Thank you!

Eric Rutledge
City of Sherwood
Community Development Director
[redacted]
Desk [redacted]
Work Cell [redacted]

From: Diann Matthews [redacted]
Sent: Tuesday, June 25, 2024 6:41 AM
To: [redacted] Tim Rosener [redacted]; Eric Rutledge <[redacted]; Keith Mays

[redacted]
Subject: Sherwood West UGB Support

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Dear Gerritt,

This is Diann Matthews. My sister, Marleen Mandel, and I own the property at 18550 SW Edy Road in Sherwood (approximately 60 acres at the southwest corner of Edy and Elwert Roads). We are writing to you **in support of the Urban Growth Boundary (UGB) expansion** request for Sherwood West.

Our family's roots run deep in Sherwood. Our father was raised on a farm directly across Elwert from ours, and the Mandel family has been in Sherwood for more than 100 years. The farm he grew up on is already in the UGB. It is the subdivision known as Mandel Farms and has nearly 90 homes. Our parents purchased our property in 1956 and we have continued to use it as a home and farm for nearly 70 years.

During our time here, we have seen many changes in the city during our time here, some good, some not so good. With the addition of the high school in Sherwood West, traffic and congestion have made it increasingly hard to maintain our property as a farm. I can attest that the City has attempted to meet the needs of the citizens and have a vision for the city that fits into the small community feel Sherwood has always had, but feel that now is the time for expansion.

In the past dozen years or so, I have been extensively involved in the Citizen's Advisory Committee. I sat on the citizens advisory committee in the first iteration back in 2012 and I have played an active supportive role in the current concept plan that just wrapped up prior to the City making an application this year to Metro. The city has spent a lot of thoughtful time making an appropriate plan to meet the City's current and future needs for housing, roads, infrastructure, schools, and parks.

Here are a few examples of the needs of the community and thus the reason for the ask from METRO for approximately 1300 acres: 1) lack for affordable housing in the area for all demographics, 2) job growth, which is a focus of the City Council and there is not any affordable housing for employees to live in the community, 3) more families increase school enrollment in the area and in the Sherwood High School which is located in the Sherwood West boundary, 4) the result of increased population will benefit the entire community in the tax base, 5) parks have been included into the plan to fit into the existing vision of the Sherwood community, 6) focus on sustainable employment beyond the existing service jobs, which will provide the community with a stronger revenue and services base, and lastly 7) Sherwood withdrew its request in 2018 for UGB expansion and the community has felt negative impact ever since.

There is a group called West of Sherwood Farm Alliance, existing of 2 wineries, Hawks View and Alloro, that are outside the growth boundary of Sherwood West and are encouraging folks to complain and cite reasons against Sherwood West UGB expansion request. Many of these folks have not been involved in the arduous process the city has gone through in the past 12 years which has resulted in the City's current request to Metro.

Thank you for your time and consideration in this important matter. Please know there are many of our neighbors in the Sherwood West Area who support the UGB expansion request and are hoping Metro will vote in support of the UGB expansion request of 1291 acres.

If you have any questions please feel free to reach out to me at either [redacted] or at [redacted].

Sincerely,

Diann Matthews and Marleen Mandel
--

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Miriam Hanes

From: [redacted]
Sent: Thursday, August 15, 2024 5:14 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Objection to Urban Growth Boundary Expansion

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To whom it may concern,

As a resident and taxpayer of Sherwood for the past 23 years, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Kelly Melillo

Kelly Melillo
Sent from my iPhone

Miriam Hanes

From: Meerta Meyer <[redacted]>
Sent: Friday, August 16, 2024 1:19 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]In Opposition to Sherwood West Concept Plan

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The Sherwood West Concept plan will increase traffic and congestion (causing significant delays for day to day travel *and* first responders), create more and more of a burden on our school system (larger classroom sizes, teacher impacts, and more), increase the need for infrastructure improvements (causing a greater tax burden on Sherwood), and generally, is **NOT** what Sherwood residents want.

As anticipated, we see negative impacts of the Brookman development (*which was voted down by the citizens of Sherwood THREE times yet pushed through anyway*). We were promised better walkability and a thoughtful new traffic pattern - most definitely, not the case. The surrounding area has become a 'freeway' and/or cut through for more and more traffic without sidewalks and is unsafe for anyone to walk, run, or play (which was one of its' very selling points).

While we appreciate the need for development and perhaps even the intention to grow thoughtfully - this plan doesn't meet the needs of the existing community. Please pause and get it right.

Meerta Meyer
[redacted]

Urban Growth Management Team
Metro
600 NE Grand Ave.
Portland, OR 97232

8/13/2024

Metro Urban Growth Management Team,

The City of Gresham appreciates the work of Metro staff and consultants over the past year to compile the draft Urban Growth Report. At this time Gresham would like to provide some comments regarding the draft report:

- A topic throughout the region this cycle has been the feasibility of industrially zoned lands. Gresham staff were informed that the Metro process considered slope as part of Sherwood's expansion proposal, which is commendable. Unfortunately, slope isn't reflected in the inventory of industrial land supply in a way that accurately reflects developable acreage. Large-lot development is widely seen as infeasible if slopes exceed 5%. Several of the region's large-lot tier 3 sites are within Gresham. One is an active gravel pit, and the others are within the Springwater area with slopes in excess of 7%.

- The UGR will be viewed statewide and can have far-reaching implications. We know funding is critical for tier 3 sites, especially large-lot sites to become shovel-ready. We need to ensure we get the industrial land supply right to effectively advocate for funding for these sites.

- The draft UGR discusses potential conditions that could be placed on a Sherwood expansion related to housing that could require a certain housing mix. Gresham would caution against overly prescriptive conditions of approval with the impending Oregon Housing Needs Analysis. It could be more appropriate to allow the OHNA housing needs allocation and Sherwood's translation of it into housing types, characteristics, and locations to help Sherwood formulate zoning and incentives for housing types within the expansion area.

We appreciate your consideration of Gresham's comments.

Sincerely,

Ashley Miller
Community Development Director

Erika Fitzgerald
Interim Economic Development Director

Miriam Hanes

From: Jamie Monahan [redacted]
Sent: Thursday, August 15, 2024 10:35 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]2024 Sherwood West Concept Plan

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To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Jamie Monahan

Sent from my iPhone

Miriam Hanes

From: Julie Nader [redacted]
Sent: Wednesday, August 21, 2024 2:44 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Urban Growth Boundary

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Good Afternoon!

I am concerned about expanding the Urban Growth Boundary when there is space for more housing right now. I own a home in Sherwood (and thus pay taxes) and want you to reject the Expansion of the West Urban Growth Boundary by 1,291 acres!

Thanks for hearing my concern,
Julie

Julie Nader

Miriam Hanes

From: Eric Rutledge [redacted]
Sent: Friday, July 19, 2024 3:10 PM
To: Miriam Hanes
Cc: Ted Reid; Eryn Kehe
Subject: [External sender]FW: UGB-Expansion
Attachments: Sherwood UGB-#2.pdf

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Hi Miriam – some testimony for the urban growth decision. It looks like the Metro Council was copied but not staff. Wanted to make sure you received this.

Thanks,

Eric Rutledge
City of Sherwood
Community Development Director
[redacted]

From: LouAnn Nance <[redacted]>
Sent: Sunday, June 30, 2024 2:20 PM
To: [redacted]
Cc: [redacted] Eric Rutledge <[redacted]>; [redacted]; Keith Mays [redacted]
Subject: UGB-Expansion

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June 30, 2024

Gerritt Rosenthal
District 3 Councilor Metro
[redacted]

CC:
Marisa Madrigal
Chief Operating Officer
[redacted]
Eric Rutledge
Community Development Director
[redacted]
Lynn Peterson
President, Metro
[redacted]
Mary Nolan
District 5 Councilor Metro
[redacted]
Tim Rosener
Mayor, City of Sherwood
[redacted]
Keith Mays
Councilor, City of Sherwood
[redacted]

RE: UGB Expansion
Dear Gerritt:

My name is Lou Ann Nance, and my interest in the Sherwood UGB is based upon my family's property within the Sherwood West Neighborhood, which they have owned for nearly 40 years.

Our family has huge sentimental interest in the Sherwood Area, and desire for thoughtful development of the area that support s efficient use of the land that creates new jobs and affordable housing. It will also be necessary to create a tax base that sustains the infrastructure, and the new $247 million-dollar high school.

Your foresight into a healthy UGB Plan will ensure the prosperity of the City of Sherwood for many years to come. Thank You for your time and considerations in this important matter.

Sincerely

Lou Ann Ottoman Nance

August 15, 2024

Metro Council Chair Peterson and Members of the Metro Council,

Thank you for the opportunity to provide testimony on the draft Urban Growth Report (UGR) released in July. We appreciate the work and effort staff have dedicated to the implementation of the Urban Growth Report process. We are grateful for the opportunity to have representation on the Stakeholder Roundtable.

The Washington County Chamber of Commerce represents a broad spectrum of businesses and community stakeholders who are deeply invested in the future growth and prosperity of our region. After thorough discussion with our members, we have identified several areas of concern in the UGR as currently drafted. We respectfully submit the following feedback for your consideration.

1. Definition and Classification of "Buildable Land"

One of our primary concerns revolves around the definition and classification of "buildable land," particularly in the context of industrial land supply versus housing capacity. The current draft report appears to contain significant discrepancies between what is considered "developable" land and what Metro is counting as a surplus of buildable lands.

Analysis suggests there is an oversampling of small parcels, particularly those under 10 acres, which are generally not attractive to industrial or commercial investors. Additionally, we have identified issues with several large parcels, including eight 50-acre sites that appear to be either defunct rock quarries or sites with serious constraints, making them effectively undevelopable.

We urge Metro to revisit the criteria used to classify industrial land and to apply more stringent layers of analysis to ensure that the data reflects the true potential for industrial development. It is crucial that Metro's data accurately represents the realities on the ground to avoid misguiding policy decisions based on an overestimated supply of viable industrial land. If the criteria are embedded in State Land Use laws or constraints, we believe it is incumbent upon Metro to actively seek changes to State Laws or Statute.

2. Employment Lands and Viability

Regarding employment lands, we recommend that Metro Council discount approximately 1,300 acres of land with a slope grade above 7%, as this exceeds the industry standard for commercial and industrial development. We also ask that the Council consider the fact that the average lot size for employment lands is currently 3.8 acres, with a median site size of just 1.7 acres. These dimensions are often insufficient for the needs of modern commercial and industrial developments.

3. Senate Bill 4 Super-Siting and Employment Land Expansion

During the 2023 Legislative Session, Senate Bill 4 gave the Governor super-siting authority under the Oregon CHIPS legislation (SB4) passed last session. Should the Governor choose to exercise this authority, we strongly urge the Metro Council to view this as an additive measure rather than a replacement for any employment land expansion decisions as it was contemplated by Legislators. The super-siting authority is a valuable tool for specific projects but should not substitute the broader need for increasing our employment land base.

4. Housing Capacity and the Need for Realistic Projections

The draft UGR significantly underestimates the region's housing needs. According to a report by ECOnorthwest, the Portland Metro Region is already facing a shortage of 59,488 homes, in addition to 10,683 homes needed for houseless populations. Furthermore, the report projects that the region will need to produce 294,853 new housing units over the next 20 years—far exceeding Metro's calculated range of 143,300 to 203,200 units.

We strongly recommend that Metro Council incorporate this supplementary data into the UGR and consider its implications, particularly in the context of Sherwood's expansion plans. The current projections in the UGR do not align with the on-the-ground realities of our housing market. We also urge the Council to reject the limiting housing development scenarios presented on page 38 of the report. Instead, Metro should adopt a policy framework that acknowledges both the low capacity for housing development within the Urban Growth Boundary (UGB) and the urgent, high need for new housing production.

The current scenario, which suggests a surplus of 9,050 units, is misleading and risks leaving our region severely underprepared for future housing demands. The reality points to a potential deficit of 84,000 housing units inside the UGB, a gap that Metro must address to avoid exacerbating the existing housing crisis. We believe that planning for adequate housing will help to mitigate the escalating costs of housing.

5. Planning for Growth, Not Decline

Finally, we believe that it is far wiser to plan for growth and be overprepared than to anticipate decline and risk underproducing housing and jobs. The current UGR seems to prophesy a conservative growth outlook, which could lead to economic stagnation and increased pressure on housing markets. We urge Metro Council to adopt the "High" Population growth forecast in the UGR to provide greater flexibility to local jurisdictions in meeting their communities' needs.

This recommendation is not just a matter of optimism but of prudent public policy. By planning for high growth, Metro can ensure that our region is prepared to meet the demands of a growing population, thereby avoiding future crises related to housing shortages and economic underdevelopment.

6. Washington County Chamber Support for Sherwood's Expansion Application

In addition to the concerns outlined above, the Washington County Chamber of Commerce fully supports the City of Sherwood's expansion application as presented. We believe that the Sherwood West North District Mixed Employment Area (MEA) is critical for addressing the region's growing need for industrial land and housing. The inclusion of this area within the UGB will help meet the demands of a

robust and expanding industrial market, provide opportunities for job creation, and contribute to the overall economic growth of the region.

It is essential that the final decisions reflect the true needs and potential of our community, and we remain committed to ensuring that the voices of our members and stakeholders are heard throughout this process.

We appreciate the significant amount of work that Metro has put into the Urban Growth Report, but we believe that adjustments are necessary to reflect the true needs of our region. We urge the Metro Council to take these concerns into account and to revise the UGR accordingly. The Washington County Chamber of Commerce stands ready to collaborate with Metro and other stakeholders to ensure that our region's growth is sustainable, equitable, and prosperous.

Thank you for your consideration.

Sincerely,



Deanna Palm
President/CEO

Miriam Hanes

From: Deanna Palm <[redacted]>
Sent: Friday, August 16, 2024 5:34 PM
To: Metro 2040
Subject: [External sender]Washington County Chamber Testimony on Draft 2024 Urban Growth Report
Attachments: Testimony for Metro Council Re Draft Urban Growth Report.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Please find attached testimony from the Washington County Chamber of Commerce in reference to Metro's 2024 Draft Urban Growth Report. Please feel free to reach out to me if you have any questions or need any additional clarification on our comments. Thank you!

Deanna Palm
She, her, hers
President/CEO

WASHINGTON COUNTY CHAMBER of COMMERCE

Washington County Chamber of Commerce
Phone: [redacted]
Email: [redacted]
www.washingtoncountychamberor.com
[redacted] | Hillsboro, OR 97124

Miriam Hanes

From: [redacted]
Sent: Friday, July 19, 2024 8:46 AM
To: Metro 2040
Subject: [External sender]Please Vote NO on the Sherwood Urban Growth request

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear METRO Council,

Say NO to the Sherwood request to expand the UGB. Although METRO has previously said YES to all city proposed UGB expansion requests, you should say NO to the Sherwood request. Please stick with your charter! From your website "...Portland area leaders saw an unfulfilled need to provide regionwide planning and coordination to manage growth, infrastructure and development issues that cross jurisdictional boundaries. They also saw a need to protect farms and forests from urbanization and to provide services that are regional in nature."

The Sherwood proposal uses inaccurate population growth data. Read and listen to your own Expert Analysis reports. The minimal population growth will come only from net migration. The state is also looking at alternative scenarios. Read the "Zero Migration" report from the Oregon Office of Economic Analysis at Report: Zero Migration, a Demographic Alternative Scenario | Oregon Office of Economic Analysis (oregoneconomicanalysis.com)

Job estimates - simply a Field of Dreams estimate, if you build it they will come. But, they will not come from out of state, they will come from other parts of Metro. Everyone hopes they will get a microprocessor factory, but another Amazon warehouse employing robots is more likely.

New Housing – politically correct position, but simply wrong. This will not drive housing prices down. Does anyone really believe that this growth will help solve the homeless problem?

Infrastructure – We are taxed enough already, please STOP! The proposed roadway improvements are not nearly enough to move the increased amount of traffic.

This UGB expansion is NOT needed, it is wanted. It is backed primarily by the city government and developers. Why they support this UGB expansion is unclear, but there are clues when you look at the list of Supporters provided by Sherwood in the proposal, and by this statement made by Mayor Rosener at the last MPAC meeting. He said something to the effect... "We have speculators who have bought up the land or have options on those lands, to do land assembly. There is some grease on the wheels there."

Please stop the sprawl and protect farms! Support infill. Support real estate re-development to address the housing. Support re-purposing of unused office space resulting from folks working from home.

Thank you for your consideration,

Jo and Alan Pearson
[redacted]
Sherwood, OR 97140

Miriam Hanes

From: [redacted]
Sent: Sunday, August 18, 2024 6:29 PM
To: Metro 2040; Marissa Madrigal; Lynn Peterson; Gerritt Rosenthal
Cc: Sherwood Farm Alliance; [redacted] Al Pearson
Subject: [External sender]Please REJECT Sherwood's UGB Growth Request

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

We strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. METRO needs to execute on one of their primary purposes, and stop unnecessary urban sprawl.

NOT NEEDED
In 2022 Metro projected Sherwood would grow by a scant 3% over the coming decades. The Sherwood School District has forecasted enrollment for the new high school will begin to DECLINE in 2027. Sherwood has enough vacant land to accommodate new housing and jobs for years to come, when planned and developed wisely.

Metro's research concluded there is enough industrial land inside the existing Regional UGB for another 20 years. Metro's research on Residential land shows most land brought into the UGB in the last 20 years remains undeveloped.

FALSE PREMISES
Taxes will increase. I testified and asked for a Taxpayer Impact Statement, yet none is available to my knowledge. Residents should understand how Sherwood and its residents will pay for the new roads, sidewalks, water and sewer, and not just an "agreement" to figure it out later. Yes, the developers will pay for a portion of the initial infrastructure, but WE will be left with more financial obligations to pay for the operating and maintenance costs, even though we do NOT need the new land to keep pace with growth in Sherwood.

Trust in Leadership is rapidly eroding. Statements like "Developers and speculators have already bought land or rights...", "Wheels have been greased...", and then the Washington County testimony supporting Sherwood and stating something like "WE encourage METRO to adopt the high population estimate so they could get more funding..." This is astounding, but sadly not surprising, behind the scenes behavior.

NOT WANTED
84% of the people in Sherwood who participated in an online poll in 2021 OPPOSED the UGB expansion. If you actually read the verbatims in the Sherwood proposal, there is little support for this expansion by the residents.

We stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Alan and Jo Pearson

Miriam Hanes

From: Bridget Perkins [redacted]
Sent: Tuesday, August 20, 2024 8:29 PM
To: Metro 2040
Subject: [External sender]No to the boundary expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres.

This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes.

I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Bridget Perkins

Miriam Hanes

From: Stu Peterson <[redacted]>
Sent: Sunday, July 21, 2024 8:19 PM
To: Metro 2040
Subject: [External sender]RE: Sherwood West Concept plan

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In reference to the above mentioned urban expansion I want to express my support for this planned expansion. There is an acute shortage of all types of developable land in the tri county area, but in particular Industrial property is lacking. AS a commercial real estate broker of 42 years focused in the Metro region but SW in particular, I have represented many of this submarkets largest employers. Lately I have seen a trend by some to relocate to other areas of the state, or out of state due to the lack of available land and/or facilities to house expansion. The housing shortage in the region is mentioned often in the press and is a focus of the state leadership, but the shortage of industrial land is more acute in our region is more acute, and in my opinion, more important. Our region cannot prosper without our industrial employers being retained and the shortage of industrial property in the metro region is causing out migration of these stalwarts of our business community.

Stu Peterson SIOR
Macadam Forbes
[redacted]
Lake Oswego OR 97035
[redacted]
Initial Agency Disclosure Packet

MACADAM FORBES
COMMERCIAL REAL ESTATE SERVICES

JOHN A. RANKIN, LLC.
Attorney/Consultant
[redacted]
Lake Oswego, Oregon 97035

Mailing Address:
[redacted]
Murrieta, California 92562
[redacted]
email: [redacted]

July 30, 2024

VIA EMAIL ONLY

Metro Council
c/o Ms. Marissa Madrigal
Chief Operating Officer
Metro Services District
600 NE Grand Ave
Portland, OR 97232
[redacted]

Re: Letter of Support For Metro Council's 2024 UGB Decision For Inclusion of the Sherwood West Concept Plan Area.

Dear Councilors Peterson, Simpson, Lewis, Rosenthal, Gonzalez, Nolan, and Hwang:

Please accept this letter as our second and supplemental official Letter of Support on behalf of those Sherwood West property owners, whom we currently represent and have represented in the past from the beginning of the Sherwood West planning process nearly ten years ago, requesting that your December 5, 2024 final decision approve the City of Sherwood's "Ask" to expand the Metro UGB to include the entire Sherwood West 1,291-acre Planning Area into the current Metro UGB boundary.

We respectfully submit this testimony on behalf of our current and former mostly very long term generational Sherwood farm and community family clients, Elanna Schlichting, manager of the Schlichting Family Century Farm LLC (owners of approximately 38 acres), Nancy Perkins and Kevin Sabbe, Trustees of the Sabbe Family Trust (owners of approximately 32 acres), and the Glen T. Wetzel Family (owners of approximately 0.46 acres), all located in the North District, as well as the Mandel Farms, LLC (owner of approximately 57 acres) and Prodigal Son LLC. (owner of approximately 20 acres) both located in the West District, all of

which represents approximately 147 acres or nearly 12% of total land located within Sherwood West.

From years of experience representing a number of Oregon cities in various capacities and being intimately involved in comprehensive and concept plan since the 1970's and 1980's, and based on recent review of Metro's Draft July 2024 Urban Growth Report ("UGR"), please see the following executive summary of our written and oral testimony to both the City of Sherwood over the years, our initial April 2024 letter to you, and our review of the UGR in light of recent promising trends on the horizon of our lives and our communities, locally and nationally, which ultimately argue in favor of and support for your affirmative decision to expand the Metro UGB to include the entire Sherwood West Concept Plan:

1. The City of Sherwood and the Sherwood Community has worked very hard for many years with the help of Metro Council Staff and thousands of hours of City and County officials and staffs, with the valuable input of countless community volunteers and consultants from the entire collection of interested parties and local and state agencies and the many vital NGOs, all of which have provided important and essential input to shape and create the unique Sherwood West Vision for the future of all of its existing and future residents and businesses.

2. Sherwood West is the first time the City and Community and all players has systematically and comprehensively supported and created a visionary UGB expansion of this scope, which will provide the road map forward beyond our current lifetimes.

3. Sherwood West is the first expansion request to incorporate many of the middle housing (and thus more affordable housing) options of the continuing local and statewide Smart Growth legacy.

4. Sherwood West:
    a. Protects and enhances the viable farm and forest lands surrounding Sherwood.
    b. Protects and enhances the existing special natural resources of the Area that are so important and beloved throughout our community and county and state.
    c. Encourages distinct and diverse middle housing types, in livable and walkable neighborhoods close to commercial areas as built environments centered around those existing natural resources.
    d. Helps address Sherwood's local housing crisis and particularly its need for affordable housing to meet its changing demographics.
    e. Provides a much-improved Jobs/Housing Balance centered in the North District Employment Area that will help ensure that Sherwood West's vision is economically sustainable into the future.
    f. Which Balance is specifically planned to attract advanced manufacturing and high-tech support services that by purposefully reducing the need for direct "major highway access" and reducing the number of trips and miles between home and work will further enhance Sherwood's collective goal to be as "carbon neutral" as possible.
    g. Provides affordable opportunities to more small women owned and BIPOC businesses in the North District and the planned commercial areas.

5. In recent "Ask" cycles, as Sherwood continued to refine its Sherwood West Plan, other communities within the Metro UGB and especially in the South and West Metro Areas

have been given significant UGB expansions into urban reserve areas which were comprehensively planned and are being and will be comprehensively developed for many years into the future. Sherwood needs and respectfully requests that same opportunity.

6. Nationally, despite what we thankfully are seeing "in the rear-view window":
    a. Inflation appears to be under control and been reduced significantly year over year confirming the "soft landing" we all hoped for, and
    b. The Federal Reserve is this week signally that its next interest rate reduction will occur in September 2024, as the recovery continues to trend upward.
    c. All of which will encourage a return to sustainable growth in all sectors and with Sherwood's current housing crisis and need for more employment land provides the support for your December decision to expand the UGB to include all of Sherwood West.

7. We continue to sincerely believe the best way to make certain a great Concept and Community Plan like Sherwood West truly succeeds is to make certain the entire Plan is fully implemented for the reasons given in our April 4, 2024 Letter of Support, including but not limited to:
    a. We need only look at the decades old and recent successful UGB expansions from Villebois in Wilsonville to River Terrace in Tigard and others in Hillsboro in West and Southwest Metro;
    b. Piecemeal or phased expansions always result in anomalies and subtle and not-so-subtle resulting amendments that blur a city's vision and frustrate the intended balancing of the complex inter-relationships of planning efforts and the natural and built environments; and
    c. The City and Community can then work on an "economies of scale" basis with all potential developers and affected agencies to ensure the City's Strategic Funding Program works most efficiently and effectively to realize the vision.

8. Sherwood has created a viable Sherwood West Final Infrastructure Strategy which will work to phase development and enhancement of the built and natural resources environments.

9. Significant interest in Sherwood West from quality members of the development community, both locally and nationally, has been generated, particularly in the industrial employment lands designated in the North Area in the last year, resulting our receipt of a purchase offer from a serious and respected national development company who has been active in the Portland Metro Area and Pacific Northwest for many years.

Again, thank you for the opportunity to present this final letter of support on behalf of all of us who live and/or work in the Sherwood and in the Sherwood West Planning Area.

We continue to look forward to your decision to expand Sherwood's UGB to include the entire Sherwood West Planning Area and give the City the ability to create and implement Sherwood West as a great addition to the City and the Sherwood Community as well as to the greater Portland Metro Area.

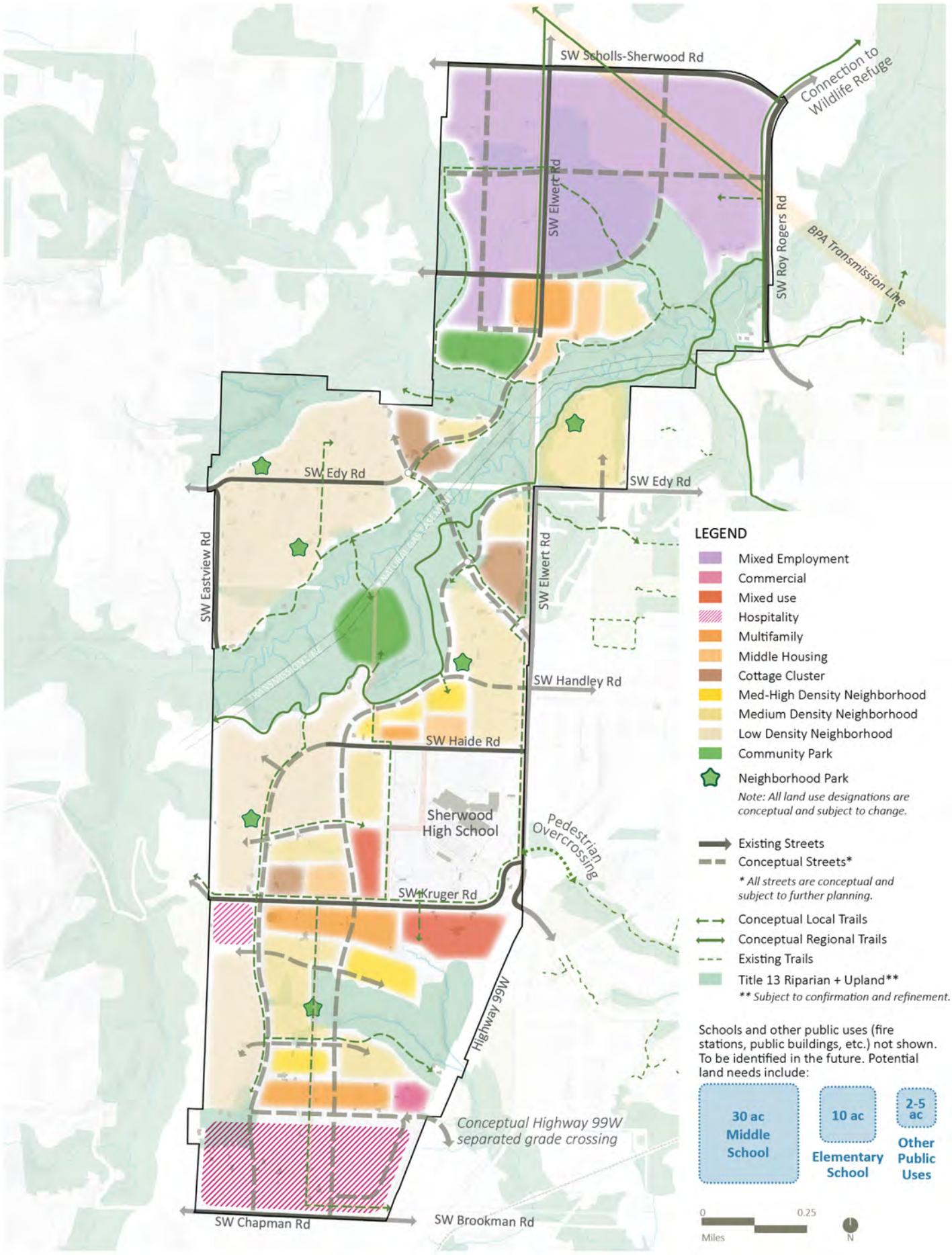
Finally, a profound thanks to you all and your staff's help and support of the City's long-term efforts to create the Sherwood West Plan.

Very truly yours,

John A. Rankin

JAR/bhs
Enc: Sherwood West Map
Pc: Gerritt Rosenthal, District 3 Councilor
Via email: [redacted]
Eric Rutledge
Community Development Director
Via email: [redacted]
Bruce Coleman
Economic Development Director
Via email: [redacted]
Clients and Former Clients via email

Figure 8. Composite Concept Plan Map



005483

Miriam Hanes

From: John Rankin [redacted]
Sent: Tuesday, July 30, 2024 9:32 AM
To: Marissa Madrigal
Cc: Metro 2040; Gerritt Rosenthal; Eric Rutledge; Bruce Coleman
Subject: [External sender]Public Written Testimony to Metro Council and Staff - Sherwood West Planning Area 2024 "Ask"!
Attachments: Public Written Testimony to Metro Council - Sherwood West Concept Plan 07302024.docx; Sherwood West Composite Concept Map 4-3-24.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Ms. Madrigal and Councilors Peterson, Simpson, Lewis, Rosenthal, Gonzalez, Nolan, and Hwang:

Please kindly accept our attached Public Written Testimony Letter regarding the City of Sherwood's 2024 "Ask" for the expansion of the Metro UGB to include the Sherwood West Planning Area.

If you have any other questions or comments or need additional help, please let me know. Thanks.

Best to you all and your families!

John
John A. Rankin LLC
Attorney at Law/Consultant
[redacted]
Lake Oswego, Oregon 97035

Mailing address:
John A. Rankin, LLC.
Attorney (Oregon)/Consultant
[redacted]
Murrieta, CA 92562-8712
[redacted]
Email: [redacted]

****

IMPORTANT NOTICE: This communication, including attachments, may contain confidential communications and/or privileged information. If you have received it in error, please delete it and notify me. Thank you.

Miriam Hanes

From: Terry R <[redacted]>
Sent: Saturday, August 17, 2024 7:57 AM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Sherwood UGB Expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely, Terry Repp

Miriam Hanes

From: Al Jeck [redacted]
Sent: Tuesday, July 23, 2024 3:36 PM
To: Metro 2040
Subject: [External sender]Letter to Metro Council; Urban Growth Report
Attachments: 2024-07-23 Letter of support to Metro KR.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Please see the attached letter of support for the Urban Growth Report and the Sherwood West UGB Expansion request. Thank you.

Al Jeck
Venture Properties, Inc.
[redacted]

VentureProperties
INCORPORATED

Creating
Tomorrow's
Communities
Today

July 23, 2024

Council President Peterson and Metro Councilors
c/o [redacted]

Re: Draft Urban Growth Report

President Peterson and Councilors:

My name is Kelly Ritz, President of Venture Properties, Inc. and our associated home building company, Stone Bridge Homes NW, LLC. In 2015, we began development of the Mandel Farms subdivision, an 86-lot detached home community at Edy and Elwert Roads in Sherwood. We closed on our last home in October 2019. It was a successful project for us, and we are very appreciative of the support we received from the Sherwood community and city staff.

Shortly after starting Mandel Farms, we began working with City Planning staff and several property owners in the Sherwood West area to advocate for a potential urban growth boundary expansion for all or a portion of Sherwood West. Much study and discussion has taken place in the years since, culminating in an extensive two-year planning process and adoption of the Sherwood West Concept Plan in 2023. This led to a request to Metro later that year to expand the Urban Growth Boundary to include 1,300 acres within Sherwood West.

A key part of Metro's review of this request includes the recently completed draft Urban Growth Report. This report concludes that under baseline population forecasts, "approximately 150,000 additional homes are needed to meet expected population growth over the next 20 years," and to meet this demand, "we must continue to focus on public investment and removing barriers to housing production." Land to accommodate this growth will need to come from a variety of current, redevelopment, and urban expansion sources. Sherwood's UGB expansion request, created from strong community support, offers a thoughtful blueprint for a diversified residential-industrial-employment planned community. We believe that their plan has the best chance of supplying a mix of single-family, middle housing, and multi-family options for all age ranges now and into the future.

My companies and I wholeheartedly endorse your acceptance of the Urban Growth Report and recommend your continued review and approval of the Sherwood West Urban Growth Boundary expansion.

Thank you for your consideration of our testimony.

Sincerely,

Kelly Ritz, President
Venture Properties, Inc.

[redacted] Lake Oswego, Oregon 97035 • [redacted]

Miriam Hanes

From: Bruce Coleman <[redacted]>
Sent: Wednesday, July 24, 2024 6:52 AM
To: Al Jeck; Metro 2040
Cc: Eric Rutledge
Subject: [External sender]RE: Letter to Metro Council; Urban Growth Report

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

Thank you Kelly and Al,

Brucce

Bruce Coleman
Economic Development Manager
City of Sherwood
[redacted]
Sherwood, OR 97140
[redacted]
www.sherwoodoregon.gov/economicdevelopment
[redacted]

ABOUT SHERWOOD ECONOMIC DEVELOPMENT: Sherwood offers many strategic advantages for business investment and economic development. Conveniently located in the southwest/I-5 Corridor of Greater Portland's Silicon Forest. Rated the 2nd safest city in Oregon, Sherwood also boasts a highly skilled workforce, outstanding schools, and strong community spirit. Sherwood enjoys easy access to I-5, I-205, Highway 99W and the Portland International Airport. Sherwood has a pro-business city government and encourages a wide range of businesses to locate and grow here, from startup entrepreneurs to Main Street businesses, to high technology advanced manufacturing. Sherwood boasts an engaged and collaborative city staff. We are actively creating new locations to serve our growing business community. We invite you to explore business growth opportunities in Sherwood.

From: Al Jeck <[redacted]>
Sent: Tuesday, July 23, 2024 3:36 PM
To: [redacted]
Subject: Letter to Metro Council; Urban Growth Report

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

Please see the attached letter of support for the Urban Growth Report and the Sherwood West UGB Expansion request. Thank you.

Al Jeck
Venture Properties, Inc.
[redacted]

This email may contain confidential information or privileged material and is intended for use solely by the above referenced recipient. Any review, copying, printing, disclosure, distribution, or other use by any other person or entity is strictly prohibited and may be illegal. If you are not the named recipient, or believe you have received this email in error, please immediately notify the City of Sherwood at [redacted] and delete the copy you received.

Miriam Hanes

From: Lindsay Roberts <[redacted]>
Sent: Thursday, August 15, 2024 9:41 PM
To: Metro 2040
Subject: [External sender]I oppose the Sherwood West Urban Growth Boundary expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

As a resident and taxpayer of Sherwood, I strongly oppose the 2024
Sherwood West Urban Growth Boundary expansion proposal and the proposed expansion of the Urban Growth Boundary by 1291 acres. This excessive and unnecessary plan would destroy vital farmland, displace wildlife, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Lindsay Roberts
[redacted]
Sherwood, OR 97140
[redacted]

Miriam Hanes

From: STEVE ROSS [redacted]
Sent: Thursday, August 22, 2024 6:23 PM
To: Metro 2040
Cc: [redacted] Marissa Madrigal; Lynn Peterson; Gerritt Rosenthal; [redacted]
Subject: [External sender]Sherwood Urban Growth Boundary

CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Steven Ross

Miriam Hanes

From: LOYAL ROTH [redacted]
Sent: Tuesday, August 20, 2024 3:19 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]UGB expansion proposal

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely, Loyal Roth

Rothchild Construction Co. Inc
[redacted]
Sherwood, OR 97140
CCB # [redacted]

Miriam Hanes

From: Dan Rutzick <[redacted]>
Sent: Thursday, August 22, 2024 6:09 PM
To: Metro 2040
Subject: [External sender]2024 Draft UGR Comment

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hello,

The 2024 UGR has implications for local government planning processes as Metro's subsequent distributed forecasts inform local Housing Capacity Analyses, Economic Opportunities Analyses, and Regional Transportation Plan modeling.

The City of Hillsboro recommends Metro rely on a high population growth forecast to allow our region to be nimbler in addressing current and future housing and employment needs.

The 2024 Draft UGR demand scenario 4 involves faster household growth in 2044 coming from increased in-migration of younger households, consistent with historic migration dynamics, who typically seeking multifamily and middle housing. Though younger households who migrate to the region by 2030, 2035, and 2040 may initially prefer multifamily or middle housing, many will continue to demand single-unit detached for their growing household size and other reasons. The City of Hillsboro recommends Metro add a new UGR demand scenario 5 that involves faster household growth coming from increased in-migration of younger households, consistent with historic migration dynamics, but with a larger percentage of single-unit detached to meet the demand during the next 20 years.

Though the Draft UGR shows the region as having sufficient total industrial capacity, much of the industrial land supply consists of smaller parcels with an average lot size of 3.8 acres and a median lot size of 1.7 acres. The Draft UGR mentions there are only eight sites over 50 buildable acres inside the UGB that are available to the general industrial market. The final 2024 UGR should highlight the lack of sufficient large-lot industrial sites 25 plus acres in size available to the general industrial market. The final 2024 UGR should also highlight that less than 6% of the taxlots available to the general industrial market are medium-sized sites between 10 and 25 acres.

Thank you,

Dan Rutzick | he/him | *Long Range Planning Manager*
City of Hillsboro | Community Development: Planning Division
[redacted]
Hillsboro-Oregon.gov | Engage with Us

Miriam Hanes

From: Terrel Smith [redacted]
Sent: Monday, August 5, 2024 6:21 PM
To: Metro 2040
Subject: [External sender]Sherwood West Expansion Plan

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To whom it may concern,

I am writing in support of the Sherwood West Expansion Plan. Here is a link to the rationale for my support. It is my opinion that this is a very good plan for the appropriate expansion of west Sherwood and fits with the logical development surrounding the Sherwood High School and other areas.

Sincerely,

Terrel Smith
Retired teacher-Sherwood High School
[redacted]

Request that the Metro Council:

- **Approve the Sherwood West Concept Plan as proposed by the Sherwood community. Changes to the plan threaten community support.**
- Add 340 net acres of residential land to the UGB as proposed in the Sherwood West Concept Plan.
- Add 130 net acres of flex industrial land to the UGB as proposed in the Sherwood West Concept Plan.
- Add 135 net acres of commercial and hospitality land to the UGB as proposed in the Sherwood West Concept Plan.

Background Information:

Urban Reserve designation

- Sherwood West is proposed within an Urban Reserve. Urban Reserves are lands suitable for accommodating urban development over the next 50 years.
- Land that is considered most important for commercial agriculture and forestry use is in rural reserves and not eligible for urban expansion.
- City has clearly answered question of readiness and has prepared for adding Sherwood West to the UGB.

Regional Growth Projections

- Our region is growing and is expected to add an average of 15,000 new residents per year through 2044.
- Sherwood is preparing for its share of growth through the Sherwood West Concept Plan.
- The Sherwood School District supports the Sherwood West proposal. The School District Board of Directors and the Superintendent have expressed strong support for the plan.
- Our region will add approximately 315,000 new residents and 137,000 new jobs over the next 20 years under a baseline growth scenario.

Community Engagement

- Since 2021, the City has held over 30 public meetings on Sherwood West. The public engagement process was highly publicized, thorough and inclusive. The Sherwood West vision was developed by the Sherwood community.
- The diverse range of residents and stakeholders were represented on the Community Advisory Committee and Technical Advisory Committee.

- The Sherwood West Concept Plan has strong local support including unanimous approval from the Sherwood Planning Commission, Sherwood City Council, and Washington County Board of Commissioners.

Housing

- Sherwood and the Portland region are experiencing a housing crisis. The severe shortage of housing has increased prices and reduced affordability for all. Between 2017 and 2022, the Portland region experienced a 50.4% increase in homelessness.
- The Sherwood West Concept Plan will provide a minimum of 3,100 new units including mid-rise apartments, missing middle housing, and single-family detached residences. A minimum of 43% of new housing will be middle and multi-family housing.
- The plan proposes innovative zoning types including cottage cluster only and middle housing only zones will provide opportunities for first time home buyers and empty nesters to stay within or relocate to our region.
- Sherwood West proposes between 43% - 68% middle and multi-family housing. The range depends on how much middle housing is constructed in certain zones.

North District Employment Land

- The Sherwood West employment land provides opportunities for equitable economic growth.
- Employment land is not just about a simple supply and demand analysis. Economic development requires a land supply that enables specific industries to thrive.
- The average industrial parcel size in the metro region is 1.7-acres. Our region is facing an industrial land supply crisis similar to the housing crisis. Small BIPOC and women owned businesses are most vulnerable to rising business costs.
- The industrial vacancy rate in Washington County is 2.5% making business more expensive for key target industries. Small businesses are impacted the greatest by high industrial land costs and lease rates.
- Sherwood grew it's industrial and manufacturing base twice as fast than the region between 2017 and 2022.
- The Sherwood West site is competitive and will lead to new jobs for a growing part of the region.

Annexation and Development Phasing

- Sherwood is committed to thoughtful planning and careful growth over time.
- Approval of the UGB expansion does not immediately bring the land into the City of Sherwood. The land remains part of unincorporated Washington County until formally annexed into the City of Sherwood.
- Growth is expected to occur first at key nodes with access to infrastructure like near the new Sherwood High School.

- The Concept Plan includes a Preliminary Infrastructure Funding Strategy that describes how new infrastructure will be funded. Where current SDC rates do not cover the cost of infrastructure, a broad range of funding tools will be considered.

CLACKAMAS COUNTY

BOARD OF COUNTY COMMISSIONERS
PUBLIC SERVICES BUILDING
[redacted] OREGON CITY, OR 97045

Metro Council
600 NE Grand Ave.
Portland, OR 97232

August 14, 2024

RE: Draft 2024 Urban Growth Report

Dear President Peterson and Metro Councilors:

Thank you for the opportunity to comment on the Draft 2024 Urban Growth Report (2024 UGR) and Sherwood West urban growth boundary (UGB) expansion proposal. We recognize that completing this report during these times of uncertainty is extremely challenging. The report acknowledges that while there may be slower projected population and employment growth, the on-going housing availability crisis and continual need for large-lot employment land are factors that should not be minimized.

First, we urge the Metro Council to select the **high growth rate for both population and employment**. Planning for high growth will give jurisdictions the latitude not only to attract more investment opportunities in the region, but also to appropriately balance housing needs, land use, economic development, and transportation planning. Assuming low or baseline growth rates may result in unintended, adverse effects, by constraining local jurisdictions' ability to respond in real time to address population, employment, and housing requirements. It is also critical that findings within the 2024 UGR support necessary UGB expansion without forcing the removal of land from other locations.

As part of the Oregon Housing Needs Analysis (OHNA), the State will assign specific housing targets to individual jurisdictions beginning in 2025. This new paradigm for housing accountability necessitates consideration of the specific land need within individual jurisdictions rather than a singular focus on regional land supply. Selecting the high growth rate for both population and employment will create the best opportunity to meet the coming state-mandated housing targets and will allow the region to be more responsive and proactive in attracting potential new employers.

Second, we have concerns with **Metro's methodology that asserts that we have a surplus of industrial lands (nearly 6,000 acres) available inside the UGB to serve our region's need over the next 20 years**. We appreciate the supplemental industrial lands analysis, based on site criteria, that was developed as a part of the City of Sherwood's expansion request. However, **we believe**

that Metro's methodology for determining industrial "buildable lands" is flawed because it does not consider key site criteria factors in developing the Buildable Lands Inventory.

The 2024 UGR cites that of those 6,000 surplus acres, the average industrial parcel size is 3.8 acres, with a median industrial parcel size of 1.7 acres. Market factors indicate that firms seek parcels that are a minimum of 5 acres and are developable in 7 to 30 months or less. It is also clear that there is demand for large-lot industrial sites of 20, 50 and 100 acres in Clackamas County, and Metro's current method of evaluating industrial land supply fails to address this demand. In short, the lands that Metro is considering developable are not sufficient to meet the market need.

Clackamas County continually faces the challenges of not having an inventory of available and suitable employment land to support industry and employment for our workforce. While we know that the 2024 UGR decision is only one of many factors that influences the development of land, it is essential that this decision is made in a way to best support growth in all of our communities.

Finally, the comment period for the 2024 UGR was not sufficiently long to allow a robust discussion of these important issues. In the future, we urge Metro to provide a 90-day comment period between release of the draft UGR and issuance of the Metro Chief Operating Officer's recommendation to the Metro Council. It is imperative that local jurisdictions be given an adequate opportunity to weigh in on the UGR at an early point in the process. That said, we are looking forward to future opportunities to communicate with the Council before the Urban Growth Management Decision is made later this year.

In closing, the Urban Growth Management Decision process is driven by legal obligations that do not always translate into market reality. Discussions about the future can begin with questions on whether the region has the right amount of land to support housing and job growth, but they must not end with a simple yes or no answer. We are supportive of Metro Staff's recent proposal to update the 2040 plan and look forward to the opportunity to develop a better approach to planning for a bright future for our region.

Sincerely,

Clackamas County Board of Commissioners

Tootie Smith, Chair

Commissioner Paul Savas

Commissioner Martha Schrader

Commissioner Mark Shull

Commissioner Ben West

Miriam Hanes

From: Leonhr [redacted]
Sent: Wednesday, August 21, 2024 12:57 PM
To: Metro 2040
Cc: Home Standridge
Subject: [External sender]Concerns About the Proposed Sherwood West Concept

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>> I am writing to express my concerns regarding the Draft Urban Growth
>> Report and the City of Sherwood's proposed Sherwood West Concept.

>> First, the Draft fails to incorporate or thoroughly analyze the
>> figures upon which the Concept is based. Instead, it seems to merely
>> assess the City's "readiness" for expansion. While the City may
>> perceive itself as prepared to expand, the more important question is whether it should expand.
>> In my opinion, the answer is no. The proposed expansion is
>> unwarranted, as Sherwood has likely already reached its peak in terms
>> of the population that should or will move into the area.

>> For instance, the new high school was justified on the basis of
>> expected population growth, yet it has not come close to meeting the
>> attendance figures used to pass the Bond measure. We must be cautious
>> and not rely on the self-serving numbers the City provides when
>> making decisions about the Sherwood West Concept.

>> Furthermore, farmland is vital and irreplaceable. It is a key part of
>> the character of our city. Sherwood has already converted enough
>> farmland into developed areas. The thought of adding light industrial
>> buildings or more housing on the west side of our beautiful city is
>> unnecessary now and in the future. The residents of Sherwood have
>> been clear in their opposition to further expansion. Even METRO's
>> data shows that Sherwood's population is expected to increase by less
>> than 1,000 people over the next 20 years. Let's preserve the beauty that surrounds our city.

>> Thank you for your time and attention to these concerns.

>> Leon Standridge
>> [redacted]
>> [redacted]

Miriam Hanes

From: michelle Standridge [redacted]
Sent: Wednesday, August 21, 2024 1:21 PM
To: Metro 2040
Subject: [External sender]Draft Urban Growth Report/Sherwood Expansion

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August 21, 2024

METRO
Urban Growth Management Team
600 NE Grand Ave,
Portland, OR 97232

RE: Urban Growth Report, Draft 2024

Dear Council Members,

I am writing to provide comment on the Draft Urban Growth Report pertaining to the City of Sherwood's proposed Sherwood West Concept.

In reviewing the proposed draft report, I find the city of Sherwood's proposal to increase the city by 41% to be lacking in reliable data and concrete reasoning for such an expansion.

The west side of the city is already an area of congestion and outdated infrastructure. To add additional homes, light industrial buildings and traffic would severely impact the area, while requiring the loss of valuable, irreplaceable agricultural land and open space.

The impact on taxpayers for additional bond measures to then pay for roads, utilities, increased police and fire department services would also be a significant burden for a project that has shown no overall benefit to improving the quality of life for the residents of the community.

The layoffs currently occurring with Intel and other businesses in Washington County should be a cause for a cautious and well reasoned approach to solving a problem that does not exist for this area.

Thank you for your time in reviewing my correspondence.

Sincerely,
Michelle Standridge
[redacted]

Miriam Hanes

From: Jess Sunset <[redacted]>
Sent: Saturday, August 17, 2024 8:48 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]Opposition to Sherwood West Concept Plan

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To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Jessica and Randy Sunset

[redacted]

Sherwood, OR 97140

Miriam Hanes

From: Conrad Thomason <[redacted]
Sent: Monday, August 19, 2024 12:13 PM
To: Metro 2040
Subject: [External sender]Message To whom it nay concern

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As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Conrad Thomason
[redacted]
Sherwood, OR 97140

Miriam Hanes

From: kerrville <[redacted]>
Sent: Wednesday, August 21, 2024 10:39 AM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]West urban growth boundary expansion

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

As a resident and taxpayer of Sherwood
I strongly oppose the
Expansion of the West Urban Growth Boundary by 1,291 acres.
I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal!!
Please!
Sincerely,
Carolyn Thomason

Sent from my Verizon, Samsung Galaxy smartphone

Miriam Hanes

From: Jodi Tsutomi <[redacted]>
Sent: Tuesday, August 6, 2024 12:37 AM
To: Metro 2040
Subject: [External sender]Sherwood West Concept Plan

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Dear Metro Council,

Good evening and thank you for your time. I am writing this letter in support of the Sherwood West Concept Plan as proposed and supported by the Sherwood community and Sherwood City Council.

"New" and "fresh" are two words that come to mind in regards to this comprehensive plan. New strides and fresh faces. New ideas and fresh goals. New directions and fresh opportunities. This plan offers practical, thoughtful and forward movement; with a sustainable core based on values for healthy growth, preserving open spaces and upholding the strengths and benefits inherent in Sherwood.

Three key factors of the Sherwood West Concept Plan that in my opinion highlight its vital role:
1. Positive employment growth trends at 18% from 2017-2022.
2. Promoting a steady and robust economic growth and resdiential housing.
3. "2024 ECOnorthwest analysis North District Mixed Employment Area (MEA) of Sherwood West Concept Plan has site characteristics that make the land better suited to accomodate the industries that are growing and expanding in the Portland Metro area."

Sherwood must grow and evolve in a balanced way and I feel that the Sherwood West Concept Plan as proposed is that backbone.

Best Regards,
Jodi Tsutomi
Sherwoodian

Miriam Hanes

From: Jodi Tsutomi [redacted]
Sent: Tuesday, August 6, 2024 1:06 AM
To: Metro 2040
Subject: [External sender]Sherwood West Concept Plan

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Dear Metro Council,

Good evening and thank you for your time. I am writing this letter in support of the Sherwood West Concept Plan as proposed and supported by the Sherwood community and Sherwood City Council. I am asking the Metro Council to approve the Sherwood West Concept Plan as proposed.

"New" and "fresh" are two words that come to mind in regards to this comprehensive plan. New strides and fresh faces. New ideas and fresh goals. New directions and fresh opportunities. This plan offers practical, thoughtful and forward movement; with a sustainable core based on values for healthy growth, preserving open spaces and upholding the strengths and benefits inherent in Sherwood.

Three key factors of the Sherwood West Concept Plan that in my opinion highlight its vital role:
1. Positive employment growth trends at 18% from 2017-2022.
2. Promoting a steady and robust economic growth and resdiential housing.
3. Per the 2024 ECOnorthwest analysis: "North District Mixed Employment Area (MEA) of Sherwood West Concept Plan has site characteristics that make the land better suited to accomodate the industries that are growing and expanding in the Portland Metro area."

Sherwood must grow and evolve in a balanced way and I feel that the Sherwood West Concept Plan as proposed is that backbone.

Best Regards,
Jodi Tsutomi
Sherwoodian

Miriam Hanes

From: Wayne Vandekraak <[redacted]>
Sent: Thursday, August 15, 2024 3:42 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]West Urban Growth Boundary Expansion

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To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

--
Wayne Vandekraak
[redacted]

August 22, 2024

Metro Urban Growth Management Team
600 NE Grand Ave.
Portland, OR 97232

RE: Draft 2024 Urban Growth Report

Dear Metro Urban Growth Management Team,

Thank you for the opportunity to review and provide comments on the Draft 2024 Urban Growth Report (UGR). This memo summarizes technical comments from Washington County Land Use & Transportation staff.

We appreciate the work Metro has done for the region's livability in managing the Urban Growth Boundary (UGB) in a way that balances the need to protect rural land uses and provide an adequate supply of land that has a high likelihood of successfully developing into places to live, work, visit, and play. Staff appreciate the opportunity to participate in the process through the Land Use Technical Advisory Group (LUTAG), Metro Technical Advisory Committee (MTAC), the Transportation Policy Advisory Committee (TPAC) and the economic development forum. We also appreciate the time that Metro staff have spent sharing their work with us and other partners through various committees and organizations throughout the process.

Since the origin of the Metro Urban Boundary, jurisdictions in Washington County have shown their ability to plan for expansions of the UGB areas in a way that creates desirable communities. We respectfully request that Metro correct the number of housing units built in North Bethany since the UGB expansion in 2002. The Draft UGR reports that only 573 units have been built, but the actual number is closer to 4,000. This is an important detail because it shows the success of building communities within UGB expansion areas over the last twenty years.

The primary concerns of Washington County staff are how the technical tools have been applied to evaluate the most likely development potential and demand scenarios. These concerns have been raised by the County and other partners throughout the review process. Two examples follow:

- The scenarios that Metro prepared along with the three growth forecasts assigned a demand share for single- and multi-family units. The high growth projection was paired along with the high demand for multi-family product scenario, and we did not see results of the high growth forecast modeled with high demand for single-family product or an even split. We believe that it is important to ensure adequate land for a

Department of Land Use & Transportation
[redacted] Hillsboro, OR 97124-3072
Phone [redacted]
www.washingtoncountyor.gov

variety of housing types. Past trends have shown that much growth (both single and multi-family) is happening outside of town centers, reflecting market realities from both a supply and demand perspective. Supporting and incentivizing growth in our town center areas is a part of the solution to our housing crisis but so are carefully planned UGB expansions and infill development all around the region. The limited scenarios shared in the draft UGR did not prepare us to evaluate the effects of these options.

- For employment/industrial needs, the evaluation of industrial land supply needs to account for the available size of properties and the flat topography needed by modern large-scale industrial development. While land with slopes between 5% and 25% has been successfully developed into new residential areas, and to some extent new commercial areas, the parts of the region's industrial land supply that are this topographically challenging are unlikely to be financially viable. Flatter industrial land is a prerequisite to future growth in industrial employment. Metro should update the calculations of available employment/industrial land to remove steep slopes.

County staff worked closely with Sherwood staff as they prepared the Sherwood West Concept Plan and we support their technical work and the process that they have gone through. Again, we appreciate the collaborative spirit with which Metro staff approached this Urban Growth Report and look forward to our continued work together.

Sincerely,

Erin Wardell

Erin Wardell, Assistant Director
Department of Land Use & Transportation

Attachments:
Washington County Board of Commissioners comment letter 07-16-24

July 16, 2024

Metro Council
600 NE Grand Ave.
Portland, OR 97232

RE: Draft 2024 Urban Growth Report

Dear Chair Peterson and Metro Councilors,

Thank you for the opportunity to comment on the draft Urban Growth Report (UGR) and Sherwood West urban growth boundary (UGB) expansion proposal. The 2024 growth management decision is the blueprint for how Metro Council will lead the region in planning for future housing development and employment opportunities. We appreciate that these decisions are challenging and acknowledge there are trade-offs that must be carefully considered in this decision process.

Our Board strongly supports the City of Sherwood's application for expansion of the urban growth boundary to include the 1,291 acres within the Sherwood West urban reserve area. The city has demonstrated their readiness to serve the area with governance and infrastructure as required by Metro's Urban Growth Management Functional Plan. The City's plan envisions that up to 5,582 housing units and 4,524 jobs could be accommodated in the expansion area. As we are all grappling with ways to produce more housing in the region and across the state, adding this land to our regional urban growth boundary makes sense. In addition, Sherwood has shown that the proposed Sherwood West employment area has the site suitability characteristics to attract more of the types of industry that Sherwood has successfully recruited to the city in recent years. Even though this is a regional urban growth boundary expansion decision using regional analysis, place matters in this consideration. Sherwood has demonstrated that they are a place where people want to both work and live.

We also encourage Metro Council to strongly consider selecting the high growth rate for both population and employment. The selected growth rates guide regional policy and funding decisions around housing, employment land and supporting infrastructure. Choosing low growth rates could artificially constrain our ability to plan for or make decisions to support the development of badly needed housing of all types, or further constrain opportunities to grow our region's traded-sector employment, which provides living wage jobs for thousands of our community members.

Board of County Commissioners
[redacted], Hillsboro, OR 97124-3072
[redacted]

Thank you for your consideration. We look forward to continued partnership with Metro in planning to accommodate future growth to keep our region a thriving and great place to live.

Sincerely,



Chair Kathryn Harrington
On behalf of Washington County Board of Commissioners

Cc: Board of County Commissioners
Sherwood City Council
Stephen Roberts, Director of Land Use & Transportation, Washington County
Catherine Ciarlo, Director of Planning, Development and Research, Metro

Board of County Commissioners
[redacted] Hillsboro, OR 97124-3072
[redacted]

Miriam Hanes

From: Erin Wardell <[redacted]>
Sent: Thursday, August 22, 2024 2:50 PM
To: Metro 2040; Eryn Kehe; Ted Reid
Cc: Ken Rencher; Jessica Pelz; Theresa Cherniak
Subject: [External sender]Washington County comments on draft UGR
Attachments: Washington County Draft 2024 UGR Comment Memo.pdf

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Hi Eryn and Ted,
Please see attached Washington County's technical staff comments on the draft UGR. We appreciate the opportunity to comment, and the work both of you have put into this year's report.

Erin Wardell, AICP | Assistant Director
Washington County Department of Land Use & Transportation
[redacted] | Hillsboro, OR 97124
[redacted]

INFO: Washington County email address has changed from @co.washington.or.us to @washingtoncountyor.gov. Please update my contact information.



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005513

Miriam Hanes

From: Glen Hamburg
Sent: Monday, August 12, 2024 9:18 AM
To: Miriam Hanes
Subject: FW: [External sender]Restricted housing in Urban Growth Boundary

From: Doris Wehler <[redacted]>
Sent: Friday, August 9, 2024 5:40 PM
To: Metro 2040 <[redacted]>
Subject: [External sender]Restricted housing in Urban Growth Boundary

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When analyzing the expansion of the Portland UGB, you propose to maintain such a tight land supply that single family homes would only account for 23% of new housing. The rest of the units would be apartments of other forms of high-density living.

I believe 75% of people aspire to live in single family homes. Therefore, I am adamantly opposed to limiting single family homes to anything under 50%.

I am in favor of Sherwood's application to expand their UGB and sincerely hope they will be able to do so without this ugly single family home restriction.

Doris Wehler
[redacted]
Wilsonville, Or 97070
[redacted]

Miriam Hanes

From: Eric Rutledge <[redacted]>
Sent: Friday, July 19, 2024 3:11 PM
To: Miriam Hanes
Cc: Ted Reid; Eryn Kehe
Subject: [External sender]FW: Support of Sherwood West UGB

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Hi Miriam,

Some additional testimony in support of the UGB expansion. It looks like Marissa was copied as staff but I wanted to make sure you received it as well.

Thank you,

Eric Rutledge
City of Sherwood
Community Development Director
[redacted]

From: gwen werger [redacted]
Sent: Monday, July 1, 2024 11:49 PM
To: [redacted]
Cc: [redacted] Tim Rosener [redacted]; Eric Rutledge [redacted]; Keith Mays [redacted]
Subject: Support of Sherwood West UGB

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Dear Gerritt,

My name is Gwen Werger and my parents have owned a 10 acre parcel of land on Elwert Road since 1981. My sisters and I are now managing the trust that holds this property. I am writing in **support of the Urban Growth Boundary expansion request for Sherwood West.**

When my parents first purchased this acreage in 1981, the land west of 99W was mainly farms. Now there are several subdivisions east of Elwert Rd. as well as the newest Elementary School. As of 2021, Sherwood High School, the largest high school in Oregon, as well as a $247 million dollar investment by the community, was built on Haide Rd, which is directly west of Elwert Rd.

The amount of traffic on Elwert Rd resulting from the new High School as well as commuters to Roy Rogers Rd and beyond makes this area much more difficult to operate as farmland. The proposed 1,291 acres to be included into the UGB is now more suitable for additional housing and light industrial than it is farmland.

By including the 1,291 acres of Sherwood West into the UGB, this would provide land for affordable homes as well as parks and green space near the schools. Additional housing will increase the tax base as well as provide increased enrollment for the school district.

Adding Sherwood West into the UGB, will also provide Sherwood with land needed for additional economic opportunities. The city of Sherwood has a plan to expand job growth in the area and with that comes the need for affordable housing.

Sherwood does not want another missed opportunity to be included in the UGB like they had in 2018. Being forced to wait another six years for the opportunity to be included in the Metro UGB would be devastating for this wonderful community.

Thank you for your interest and consideration in this important issue. We are hoping Metro will vote in favor of the Sherwood West expansion request.

Sincerely,

Gwen Werger

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Marissa Madrigal, COO
Metro
600 NE Grand Avenue
Portland OR 97232

August 22, 2024

Dear COO Madrigal,

First, I want to thank you for convening the year-long Urban Growth Report Stakeholder table. It created an opportunity to better understand the work done by Metro staff preparing the report, while also hearing from partner organizations about concerns and challenges. While I do think it helped build goodwill among regional partners who often feel frustrated by the process, it did also lay bare some of the places where there may be an opportunity for improvements.

Beyond this Growth Management Decision, Westside Economic Alliance looks forward to continued partnership with Metro Council and staff to identify those opportunities for improving the input, process and subsequent outcomes for our region.

POPULATION & HIGH GROWTH PROJECTIONS

Turning to the 2024 Urban Growth Report, it's important that we begin with the population estimates on which so much of this report rests. The early conclusion is that regional growth is slowing because Oregon's birth rates are among the nation's lowest. Given this data point, the report correctly concludes that net in-migration will be the primary driver of regional population growth. The report goes on to state, "Slowing population growth also mean slower job growth."

What the report fails to state clearly is that if net in-migration will be the primary source of regional population growth then our region's, and our state's, housing and economic future will be overly dependent on smart policy decisions that encourage growth.

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Josh Shearer, KG Investment Properties

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City of Tigard

Mayor Frank Bubenik
City of Tualatin

It is to that end that Westside Economic Alliance highly encourages COO Madrigal, and subsequently the Metro Council, to adopt high growth population forecasts for our region. It is far better to plan for growth and not see it realized than it is to plan for decline and risk the underproduction of housing and jobs, adding pressure that results in another housing crisis or economic stagnation.

Just as we are seeing an out-migration of a certain segment of our population due to their concerns about public policy choices, we could create in-migration through the adoption of a different set of policy choices.

Adopting the high-growth population forecast will give Metro and the local jurisdictions more flexibility to meet our communities' needs and should be viewed as a prudent public policy decision.

EMPLOYMENT LANDS

According to the Urban Growth Report, Metro staff have forecasted a surplus of Industrial land supply with a current capacity of 5,950 acres and a 20-year projection of a surplus of between 450 and 7,450 acres. However, the report also highlights some of the realities on the ground that act as major detractors to the current capacity estimate: in particular slope and lot size.

Slope

Over the course of the Urban Growth Report roundtable, we heard from developers that Oregon Revised Statute applies the definition for "buildable land" for residential construction to commercial and industrial land. As such, we learned that slopes of up to 25% are considered legally "buildable" for the purposes of all employment land, yet commercial and industrial developers say they will not consider land buildable with more than a 7% slope grade. When challenged on this, staff identified 1,300 acres with a slope greater than 7% that were counted within the buildable land inventory. **We recommend COO Madrigal and the Metro Council amend the Employment Land forecast to reflect this reality**.

Lot Size

An additional concern with the gross figure of 6,000 acres of 'surplus' industrial land is lot size. According to the Urban Growth Report the average lot size is 3.8 acres with a median lot size of 1.7 acres.

According to the data of the currently vacant industrial land, here is the breakdown of available vacant lots by acreage:

- 545 lots are less than 1 acre = 148 acres
- 97 lots are 1-1.99 acres = 142 acres
- 72 lots are 2-2.99 acres = 178 acres
- 49 lots are 3 – 3.99 acres = 167 acres

- 27 lots are 4 – 4.99 acres = 127 acres
- 22 lots are 5 – 5.99 acres = 125 acres
- 10 lots are 6 – 6.99 acres = 63.5 acres
- 13 lots are 7 – 7.99 acres = 96 acres
- 11 lots are 8 – 8.99 acres = 101 acres
- 6 lots are 9 – 9.99 acres = 66 acres
- 22 lots are 10 – 14.99 acres = 271 acres
- 12 lots are 15 – 19.99 acres = 219.5 acres
- 4 lots are 20 – 24.99 acres = 164 acres
- 6 lots are 25 – 29.99 = 107 acres
- 12 lots are 30 acres or more = 594 acres

Given the overabundance of small sites and the fact that the current vacancy rate for industrial land is below 5 percent across the region, the reality is that the vast majority of this acreage could not be used to serve the industrial market.

We recommend that COO Madrigal and the Metro Council direct staff to work with industrial developers to identify a minimum lot size that is realistic for effective industrial development. Any lots below that lot size should be removed from the overall land supply calculation.

As mentioned in the draft Urban Growth Report, the data and analysis of industrial land supply is not the only information that the Council may consider when determining whether there is a need to expand the Urban Growth Boundary. They may also consider whether there is a regional need for industrial sites with specific site characteristics such as larger sized sites.

The Oregon Semiconductor Task Force recommended that in order to be competitive over the next 5-10 growth cycle, the state needed to identify the following development ready sites:

- Two (2) sites of 500+ acres for advanced R&D or production fabrication operations
- Four (4) sites of 50-100 acres for device manufacturers or equipment manufacturers
- Eight (8) sites of 15-35 acres for key suppliers to the ecosystem

And while this site list is a statewide recommendation, we know that industries will often create clusters. Indeed, in EcoNW's report (Appendix 9) they note:

> The Metro Region already has a strong cluster for semiconductors in Hillsboro with Intel's Gordon Moore Park at Ronler Acres Research Campus, which creates 1,000 patents a year. This existing strength in semiconductor manufacturing can position the region to capture other semiconductor activities, and semiconductors are half of the state's annual exports. The semiconductor boom in the 1990s was

precipitated by the state having 2000 acres of industrial land, which led to billions of dollars of investment and doubling the industrial employee count.

To prepare for the next influx of semiconductor activity, the region will need to have a supply of industrial land to support business growth and expansion. The Semiconductor Task Force's Industrial Lands Subcommittee found that the key site characteristics that the semiconductor prefers is a location near other semiconductor businesses and labor, parcels of at least 25 acres, and sites that have infrastructure in place to support development that can begin within 6 months to three years. The subcommittee identified a lack of land that met these criteria.

And, as noted on pages 55-56 of the Urban Growth Report:

[T]he Metro Council established the following policy in the Regional Framework Plan:

'1.4.6 Consistent with policies promoting a compact urban form, ensure that the region maintains a sufficient supply of tracts 50 acres and larger to meet demand by traded-sector industries for large sites and protect those sites from conversion to non-industrial uses.'

Since the 2017 update of the Regional Industrial Site Readiness inventory of large industrial sites, 15 large industrial sites have developed. Six of the sites that developed are over 50 acres in size. There are ten remaining sites over 50 acres inside the UGB. Of those, two sites have marine or airport use restrictions, leaving eight sites over 50 buildable acres inside the UGB that are available to the general industrial market.

And so, the Semiconductor Task Force, the EcoNW Report and Metro's own policy recommends additional land of at least 25 acres with a push to identify 'sufficient supply of tracts 50 acres or larger' to meet the industrial needs of the region. And yet the overwhelming majority of vacant industrial land is LESS THAN 25 acres. There is an imbalance in acreage lot size availability and without a recommendation to discount acreage too small for real industrial development, Metro Council could stagnate the region's ability to leverage generational federal and state investment potential.

SUPERSITING AUTHORITY

Per the passage of Senate Bill 4, Oregon's CHIPs Bill, Governor Kotek maintains super-siting authority through the end of 2024. Should the Governor choose to use this authority, we urge Metro Council to see this as an additive, rather than as a replacement for, an Employment Land expansion in the Growth Management Decision.

We urge Metro to consider the generational investments that may be lost should the Governor provide the extraordinary opportunity of a regional supersite for semiconductors but the region is unable to support that work due to a lack of available mid-size lots needed for a healthy cluster.

CITY OF SHERWOOD EXPANSION PROPOSAL

We enthusiastically and without reservation support the City of Sherwood's request for expansion without any conditions. While Metro may want to make recommendations or provide incentives to encourage certain kinds of growth, we trust the rigorous public engagement process that Sherwood has already conducted and trust that they will continue to engage their community to understand how to grow reasonably and responsibly.

Metro staff made clear during our roundtable convening that Metro is not a zoning organization. To that end, we ask Metro to allow the city to work with their residents in the coming years to decide what makes most sense for their community's needs. It is imperative that policymakers recognize that every jurisdiction in our region has their own unique community needs and that heavy handed policy making to try to make suburban areas mimic urban areas is unreasonable.

We encourage Metro to engage in the process, as other regional partners plan to do, to provide input about best practice and guidance for equitable outcomes. But beyond that, **COO Madrigal and the Metro Council should allow local jurisdictions to grow within their own boundaries in a way that best reflects the community they are working with their residents to create**.

To be clear we ask COO Madrigal, and subsequently the Metro Council to:

- Add 340 net acres of residential land to the UGB as proposed in the Sherwood West Concept Plan as proposed.
- Add 130 net acres of flex industrial land to the UGB as proposed in the Sherwood West Concept Plan as proposed.
- Add 135 net acres of commercial and hospitality land to the UGB as proposed in the Sherwood West Concept Plan as proposed.

CLOSING

Westside Economic Alliance wants to again appreciate the work of Metro staff who prepared this cycle's Urban Growth Report. It is a massive undertaking, and this year another layer of public engagement was added via the Urban Growth Roundtable that took a significant amount of staff time.

To close, Westside Economic Alliance on behalf of our members, ask **COO Madrigal and the Metro Council to lean into a Growth Management Decision that is aspirational**. Throughout the region we are hearing alarm bells going off that our growth in the coming

decades will be reliant on in-migration. In-migration can be super charged through smart policy choices. Job growth can be ramped up through smart policy choices. Land readiness can be increased through smart policy choices and investments.

Adopting a high growth population scenario is the first step to unlocking the potential for smart regional policy and investments that will help our region's employers and local jurisdictions realize economic growth and prosperity.

Thank you for your time and commitment to the growth of our region.

Sincerely,



Elizabeth Mazzara Myers, Executive Director

Cc:

[redacted]

Miriam Hanes

From: Elizabeth Mazzara Myers [redacted]
Sent: Thursday, August 22, 2024 10:50 AM
To: Metro 2040; Marissa Madrigal
Cc: Lynn Peterson; Ashton Simpson; Christine Lewis; Duncan Hwang; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan
Subject: [External sender]WEA | Testimony to COO Madrigal re: 2024 Urban Growth Report
Attachments: Metro UGR 2024_Written Testimony to COO_22Aug2024 (2).pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good morning.

Please accept the attached testimony prepared on behalf of the members of the Westside Economic Alliance.

Thank you.
Elizabeth



Elizabeth Mazzara Myers, **Executive Director**

email: [redacted]
mobile: [redacted]
web: www.WestsideAlliance.org

WEA WESTSIDE ECONOMIC ALLIANCE

Miriam Hanes

From: Erik Lukens [redacted]>
Sent: Thursday, July 18, 2024 3:12 PM
To: Metro 2040
Subject: [External sender]attn. Metro Council
Attachments: OBI Sherwood West Letter of Support July 18.pdf

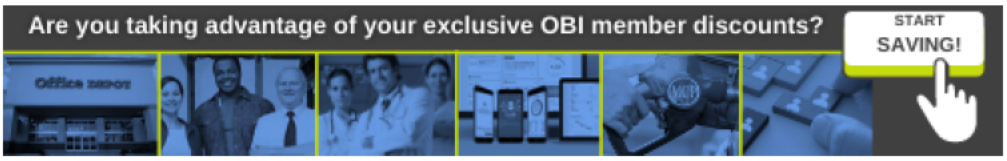
CAUTION: This email originated from an **External source.** Do not open links or attachments unless you know the content is safe.

Dear Metro Council:

Please see attached letter in support of the Sherwood West Concept Plan as proposed from Angela Wilhelms, president and CEO of OBI.

Erik

Erik Lukens | Communications Director
Oregon Business & Industry
[redacted] | Salem, OR 97301-4030 | www.oregonbusinessindustry.com



July 18, 2024

Metro Council
600 NE Grand Ave.
Portland, OR 97232

RE: Support from Oregon Business & Industry for Sherwood West Concept Plan as proposed

Dear Metro Council,

I am writing to express Oregon Business & Industry's strong support for the Sherwood West Concept Plan as proposed. The plan would add badly needed land for housing, industrial and commercial use to Sherwood's urban growth boundary.

Oregon Business & Industry (OBI) is a statewide association representing businesses from a wide variety of industries from all of Oregon's 36 counties. In addition to being the statewide chamber of commerce, OBI is the state affiliate for the National Association of Manufacturers (our Manufacturing Council of Oregon) and the National Retail Federation. Our 1,600+ member companies, more than 80% of which are small businesses, employ more than 250,000 Oregonians. OBI's primary mission is to strengthen the business climate in Oregon.

Oregon relies upon its businesses to provide jobs for Oregonians, tax revenue for government services and many of the other benefits required by vibrant and prosperous communities. Employers need the right conditions to generate jobs and prosperity, however. These conditions include available and affordable land for growth and for housing. Denied adequate land for growth, businesses will invest elsewhere, and the jobs, revenue and other benefits they provide will follow. Unable to find housing they can afford, potential employees will do likewise.

I and my colleagues at OBI talk regularly with our members about impediments to growth and success in Oregon. Almost without exception, they cite a lack of available and ready land for expansion as well as the state's exceptionally high housing costs. The high price of housing in Oregon is in large part a function of the limited availability of buildable land.

The shortage of land routinely costs Oregon jobs and revenue. Earlier this month, the U.S. Department of Energy announced that it would lend Lebanon-based Entek $1.2 billion to finance a factory in Indiana that is expected to generate more than 600 jobs when it opens in 2027. Entek President Kim Medford cited the availability of land in Indiana as one reason for the decision to expand outside of Oregon.

The Sherwood West Concept Plan addresses this widespread problem in the local community. It is the product of a thorough, two-year public process and enjoys the support of the community. I urge you to approve the plan as proposed, which calls for the addition of 340 acres of residential land to the UGB as well as 130 acres of flex industrial land and 135 acres of commercial and hospitality land. The Sherwood community has not been consulted about the proposed conditions of approval, and pursuing them could well erode public support.

The Sherwood West Concept Plan as proposed enjoys the support of the community and Sherwood City Council. It would add badly needed industrial and residential land and, by doing so, improve Oregon's competitiveness. I urge you to adopt it as proposed.

Thank you for the opportunity to comment.

Sincerely,



Angela Wilhelms
President and CEO
Oregon Business & Industry
[redacted]

From: [redacted]
To: [redacted]
Subject: [External sender]UGB expansion
Date: Wednesday, June 28, 2023 7:04:50 PM

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

Please do not expand the UGB anymore. I'm in Wilsonville watching with disappointment the big single family homes being built in Frog Pond West. These homes are not only unaffordable, they're not the high density we need to stop sprawl and address the climate impacts of our communities.

In Wilsonville, we have an empty large parcel, right downtown, that is ripe for high density redevelopment. Much of the city is low rise strip commercial development. We need to remove barriers and create incentives to foster affordable, high density, vibrant mixed use developments within our cities, not to expand the UGB.

Please hold the line.

Respectfully,

Dave W
Wilsonville, OR

Miriam Hanes

From: Kathy Gadinas <[redacted]>
Sent: Monday, August 26, 2024 8:20 PM
To: Metro 2040
Cc: [redacted]
Subject: [External sender]OPPOSE Sherwood expansion of UGB

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

This household is very much opposed to expanding the Urban Growth Boundary in Sherwood.

According to the Metro's research, there is plenty of industrial land inside the existing UGB for another 20 years. We also have enough vacant land to accommodate new housing and jobs for years if it is planned and developed carefully.

We really enjoy living in Sherwood. It's a beautiful community and would hate to see all the agriculture disappear when it's not necessary.

Please don't expand the UGB.

Thank you.

Kathy Gadinas

August 21, 2024

Lynn Peterson, Chair
Members of the Metro Council
Metro
600 NE Grand Ave.
Portland, OR 97232

Dear Chair Peterson and Members of the Metro Council,

The Sherwood Chamber of Commerce is a vibrant and active organization representing businesses in and around Sherwood with the primary goal of building a strong community. In that light, the Chamber especially appreciates the City of Sherwood's effort to create new business opportunities such as we currently see in the Tonquin Employment Area while also working to expand choices for people to live in Sherwood.

This same foresight is on display with the submittal to Metro of the Sherwood West concept plan, importantly funded in partnership with Metro. The thorough two-year planning process for both the Citizens Advisory Committee (CAC) and the Technical Advisory Committee (TAC) – which Metro representatives where a critical part of - has produced a concept plan that will realize a vision for housing and employment lands embraced by so many during this project.

We commend the work of CAC and TAC for creatively weaving the residential and business needs of current and future Sherwood residents into a unique plan that is created by and for our community. The 200-250 acres of potential employment lands contained in the plan makes a strong statement that the future viability of our community depends on a healthy mix of land uses that will encourage more businesses to locate in our great city while creating desirable communities for people employed by these new businesses to work and live in the city.

The Sherwood Chamber of Commerce supports the City's application and Metro's favorable consideration and adoption of the Sherwood West concept plan, moving forward with an Urban Growth Boundary (UGB) expansion. We appreciate the Metro Council partnering to help make Sherwood the best it can be for many years to come.

Sincerely,

Sherwood Chamber of Commerce

By: Heyke Kirkendall-Baker, President of the Board

Heyke Kirkendall-Baker

Miriam Hanes

From: Sherwood Chamber <[redacted]>
Sent: Tuesday, September 3, 2024 2:23 PM
To: Metro 2040
Cc: Chamber President
Subject: [External sender]Sherwood Chamber of Commerce - Letter of Support
Attachments: Letter of Support - Metro Council.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good afternoon: Please find attached a letter of support for the City of Sherwood expansion project. Thank you. Heyke

--
Sherwood Chamber of Commerce
Office: [redacted]
Web: https://sherwoodchamber.org/

NAIOP
COMMERCIAL REAL ESTATE DEVELOPMENT ASSOCIATION
OREGON CHAPTER

Officers

President, Paul Delsman
Howard S. Wright Construction

Pres.-Elect, Travis Drilling
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Secretary, Louis Fontenot
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Allison Reynolds
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Sam Rodriguez
Mill Creek Residential

Jake Sly
R&H Construction

Executive Director
Geoff Horning

August 22, 2024

The Hon. Lynn Peterson, President
Metro Council
600 NE Grand Avenue
Portland, OR

RE: 2024 Urban Growth Report

Dear President Peterson and Councilors:

NAIOP, the Commercial Real Estate Development Association, is one of the leading organizations for developers, investors, owners & operators, brokers, and related professionals in office, industrial and mixed-use real estate throughout the United States, Canada, and Mexico. The Oregon Chapter's members represent a broad and diverse range of companies involved with commercial real estate activities in the Portland metropolitan area, including developers, owners, brokers, and managers, along with other professionals providing legal, finance, title, engineering, architectural, construction, and other services.

Thank you for the opportunity to comment on the draft 2024 Urban Growth Report which is a crucial element in planning for the future of commercial development in the region. Our testimony will focus on two areas:

- Strong support for the boundary expansion proposed by the City of Sherwood which includes our unequivocal endorsement of the findings and conclusions presented by EcoNorthwest in its *Sherwood West UGB Assessment* document found in Appendix 9;
- Concerns with the UGR's estimates of supply and capacity of industrial land

I. Support for Sherwood West UGB Expansion Proposal/Endorsement of EcoNorthwest Findings and Conclusions

NAIOP Oregon member representatives have been involved in Sherwood's planning process for the Sherwood West area for more than two years, and we very much appreciate the extensive time and effort the City has devoted to careful development of a plan that will provide much needed additional land for employment and housing. The Sherwood West Concept Plan includes land for housing, schools and civic facilities, park space, and 265 net acres for employment uses that would support about 4,500 new jobs. We strongly endorse the findings of ECONorthwest that this area has regionally

unique characteristics that would be very attractive to industrial development, including 40-to-50-acre parcels, minimal site aggregation, slopes under 5 percent, and access to Interstate 5.

Our industrial market members have long been well aware of ECONorthwest's finding that, unlike in the office and retail markets, vacancy rates for the industrial sector in the region are below 5%. This is an extremely low number and, with continuing strong demand for this type of space, has spurred a more than 20% increase in industrial rents over the last five years. These two trend lines are even more pronounced within Washington County, where the vacancy rate dipped to 2.5% in 2023 and rents increased 23%.

As ECONorthwest found, "A diverse regional market supply of sites is essential to maintaining an equilibrium in market pricing and to supporting a broad range of industries." Without such a supply, the Portland metropolitan region will be unable to compete with other national markets and will be passed over by employers looking for new locations and expansion opportunities.

The Sherwood West area fulfills this need quite well with its unique set of features as listed above by the ECONorthwest analysis. Also, it should be noted that Sherwood West is within an acknowledged Urban Reserve that was designated 14 years ago after an intensive public process to identify and compare parcels most suitable for UGB expansion and future urbanization. Expansion of the UGB to include Sherwood West is a logical and appropriate next step to ensure that the region is able to satisfy regional industrial land needs for the next twenty years.

II. Concerns with the UGR's estimates of supply and capacity of industrial land

A. Slopes and Parcel Size. According to the UGR, there are currently 5,950 acres of buildable industrial land within the region. This number, however, seriously overstates the realistic development potential for these lands since it includes properties with slopes of up to 25%, which is much steeper than is acceptable for industrial uses (the 25% slope standard is derived from Oregon Administrative Rules specifically pertaining only to residential land). A more accurate approach would be to use the acreage for "unconstrained" parcels shown on Table 5 of Appendix 6 which deducts those areas where 10% or less of the taxlot is up to a 7% slope. This amounts to 2,839 acres, but is also problematic since the average parcel size is 1.05 acres, much smaller than is typically seen for industrial development.

According to data from CoStar, since 2018 there have been 137 industrial buildings constructed within the UGB and Clark County. As shown in the table below, those 137 buildings had 21,834,448 total square-feet of net rentable area, with a total land area of 1,678 acres.

New Industrial Construction 2018-24 Within Portland UGB and Clark County, Washington	
Total Building Net Rentable Area	21,834,448 sq. ft.
Total Land Area	1,678 acres
Average Building Size	159,376 sq. ft.
Median Building Size	105,986 sq. ft.
Average Land Area	12.25 acres
Median Land Area	8.44 acres

As can be seen from these numbers, the average and median land area size of 12.25 and 8.44 acres for industrial developments over the last six years is far larger than the 1.05 acre average lot size seen in Table 5 of Appendix 6 in the UGR. This disparity is further reinforced by data presented in ECONorthwest's Sherwood West UGB Assessment (Appendix 9 of the UGR) regarding the size of industrial buildings constructed. According to the report, "Between 2019 and 2023, 7 million square feet of industrial buildings (sized 100,000 square feet or larger) were developed in the region across 33 buildings. This indicates that 39 percent of the industrial buildings built between 2019 and 2023 equal or are greater to 100,000 square feet, which shows the trend towards new industrial companies needing larger spaces."[1]

We would urge the Council to direct staff to develop recommendations for further reductions in projected industrial land capacity after taking into consideration the steep slopes and the extremely small average taxlot size of the buildable industrial acreage.

B. Projected Infill Industrial Development. A further problem with the 5,950-acre total amount of buildable industrial land is that 3,252 acres (55%) are projected to come from infill development of sites that are already considered developed. Only 2,574 acres (43%) are actual vacant, undeveloped sites. The infill projection is very aggressive for such remnant parcels and begs the question of what the historical rate of industrial infill has been.

We urge the Council to direct staff to produce this information so that it can be compared with projections for the future.

Thank you for the opportunity to comment on the Urban Growth Report and we appreciate the outreach efforts of your staff to brief in responding to our questions. Please let us know if we can provide any additional information.

Sincerely,

Kelly Ross
Public Affairs Consultant

[1] *Sherwood West UGB Assessment*, ECONorthwest, Urban Growth Report Appendix 9, page 8.

Miriam Hanes

From: [redacted]
Sent: Wednesday, September 4, 2024 1:27 PM
To: Metro 2040
Subject: [External sender]NAIOP Testimony re UGR
Attachments: NAIOP Letter to Metro re 2024 UGR.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Please find attached NAIOP's testimony regarding the 2024 UGR.

NAIOP
COMMERCIAL REAL ESTATE DEVELOPMENT ASSOCIATION
OREGON CHAPTER

Kelly Ross, Public Affairs Consultant
[redacted]

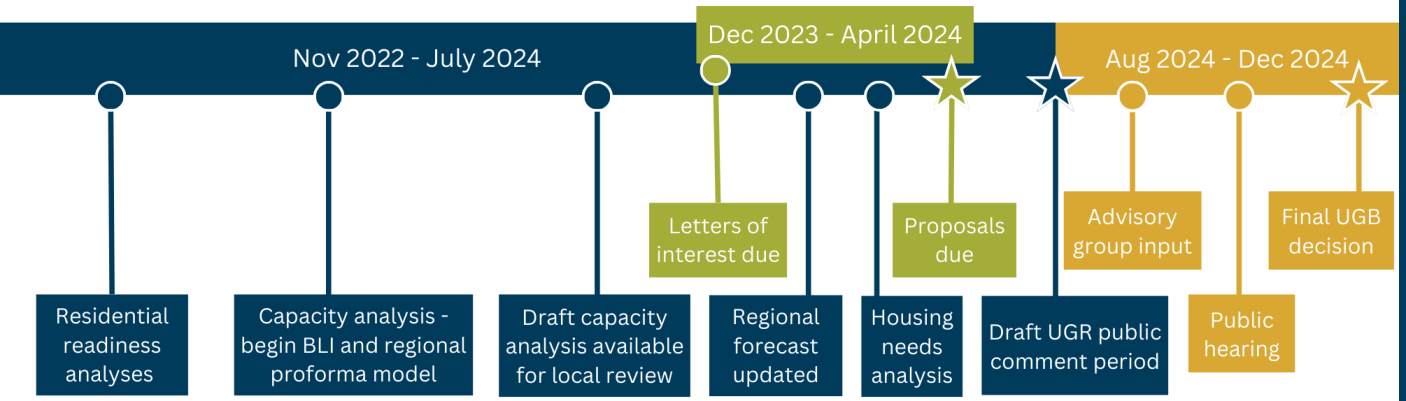
Materials following this page were distributed at the meeting.

Urban growth management: COO/Staff Recommendations

MPAC
September 11, 2024

Project timeline

Technical work and analysis: Developing the urban growth report	City expansion proposals	Metro Council decision
• Buildable land inventory (BLI) • Regional forecast • Capacity analysis • Employment trends and site characteristics • Housing needs analysis • Residential readiness analyses • Draft urban growth report (UGR)	• Letters of interest • Expansion proposals *2040 planning and development grants available*	• Consider Metro staff and advisory group recommendations • Public hearings • Policy direction • Final decision



Engagement

- MTAC
- MPAC
- CORE
- Land Use Technical Advisory Group
- Jurisdictional outreach
- Urban growth report roundtable
- Youth cohort
- Interest group presentations

	July	August	September	October	November	December
Council	Discussion of draft Urban Growth Report *released July 9*	Public comment survey available until August 22 COO/Staff recommendation released August 26	**Public hearing** on COO/Staff recommendation	Council direction on intended decision	Council first reading; **public hearing**	**Council second reading; final decision**
MPAC			Discuss COO/Staff recommendation; *Recommendation to Council*			
MTAC			Discuss COO/Staff recommendation; *Recommendation to MPAC*			
CORE	Discussion with Sherwood staff		Discuss COO/Staff recommendation; *Recommendation to Council*			

Public comment survey themes

- Optimism about **future growth potential**
- Interest in **more housing and job opportunities** in Sherwood
- Importance of **housing affordability**
- **Housing choices** for seniors, young families and other demographic groups
- Impacts of a potential UGB expansion on **traffic,** due to lack of transit options in Sherwood
- Impacts on **farmland and agricultural activities**
- Impacts on the **environment and climate change**
- Impacts of new development on existing **public infrastructure**
- Use **land within the UGB** before expanding

Housing capacity gap range

- UGB housing capacity deficits: 1,000 – 5,300 homes

Table 4. Sherwood West Housing Estimates

	Density Range (Net)	Total Acres (Net)	% of Residential Acres	Total Housing Units (with % of Middle Housing in Neighborhood areas) 0% MH	10% MH	20% MH	50% MH
Multi-Family	16.8 to 24	33	10%	798	798	798	798
Middle Housing	5.5 to 11	16	5%	173	173	173	173
Cottage Cluster	12.8 to 16	23	7%	362	362	362	362
Med/High Density Nbhd	5.5 to 11	23	7%	248	279	311	406
Medium-Density Nbhd	5.6 to 8	102	30%	816	990	1,163	1,683
Low-Density Nbhd	3.5 to 5	144	42%	720	1,008	1,296	2,160
TOTAL		**340**	**100%**	**3,117**	**3,610**	**4,103**	**5,582**
Total Average Density				*9.2*	*10.6*	*12.1*	*16.4*
Total Average Density with Open Space				*7.8*	*9.0*	*10.3*	*13.9*

005540

Need for large industrial sites

- Current surplus of industrial land, however, at smaller sizes
  - Average lot size: 3.8 acres; Median lot size: 1.7 acres
- 2022 Oregon Semiconductor Taskforce Report
  - Statewide need for four sites of 50 – 100 acres suitable for high tech manufacturers

Recommendations: Sherwood West



Expand the UGB to include Sherwood West urban reserve

Conditions of approval

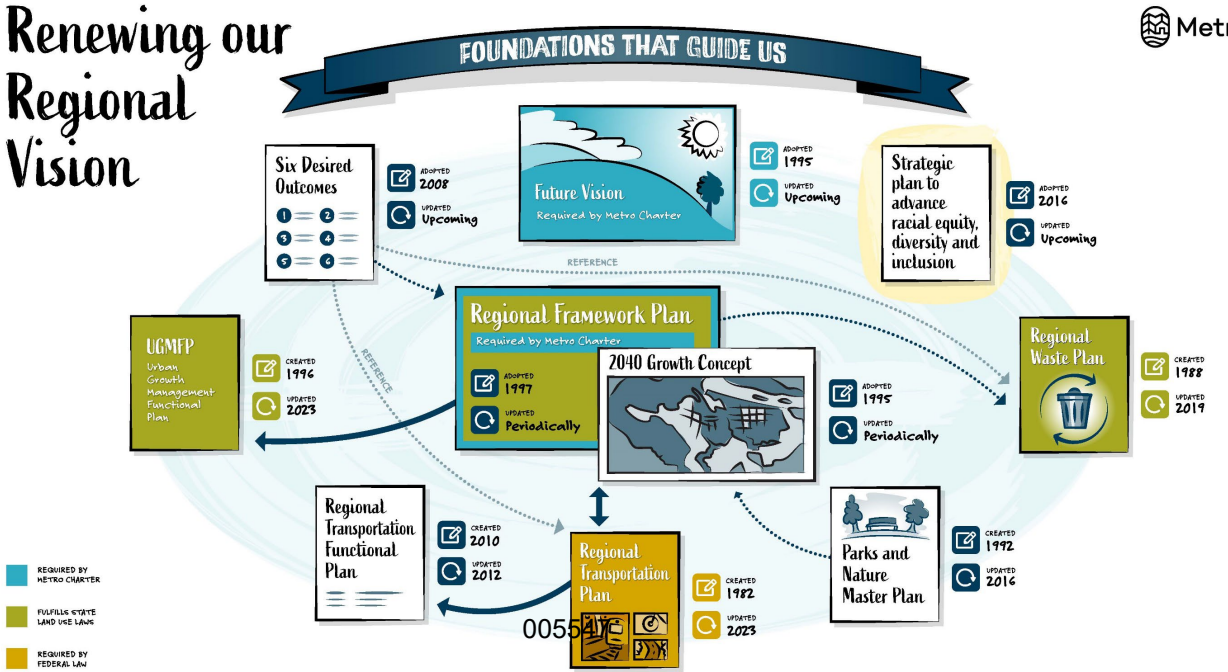
- Amount of housing
- Housing affordability
- Protections for large industrial sites to grow the region’s high-tech manufacturing sector
- Broad based community engagement
- Tribal consultation

Additional recommendations for Metro

Revise how we accounted for slopes on employment lands

- DLCD advised Metro to use a 10% slope threshold when inventorying buildable employment lands

Update the region's vision for its future



Improve how we assess equity in growth management decisions

- Possible amendments to Title 11 of the Urban Growth Management Functional Plan to require local governments to complete equity assessments when concept planning for new urban areas

Consult with Tribes

- Identify possible requirements for local governments to consult with Tribes when concept planning and comprehensive planning new urban areas
- Identify opportunities to ensure and improve Metro's Urban Growth Report technical analyses are inclusive of relevant tribal priorities, expertise, and data sets

Questions?

Questions for MPAC

1. Do you agree with the COO recommendation that there is a need to add Sherwood West to the UGB?
2. Do you agree with the categories identified in the COO recommendation?
   - Recommendations for Metro
   - Conditions of approval for Sherwood

Next steps

- MPAC will determine their recommendation to Metro Council at the next meeting on September 25th
- Council public hearing on COO/Staff recommendation: September 26th

oregonmetro.gov



Examples of recent expansions

Table 1: Expansion area density comparisons

Expansion Area	Concept Plan^	Community Plan/Master Plan
2018: Cooper Mountain (Beaverton)	10.6 du/na	12 du/na
2018: Frog Pond East and South (Wilsonville)#	9.9 du/na	13.3 du/na
2018: Witch Hazel Village South (Hillsboro)	11.7 du/na	12.9 – 18 du/na
2018: Kingston Terrace (King City)	11.2 du/na	11.9 du/na
2023: River Terrace 2.0 (Tigard)	13.6 du/na	In progress

#Frog Pond West was subject of 2002 UGB expansion – average density was 6.3 units/na
^These numbers come from concept plans, when available, and in some cases do not include ROW takeouts

Example from SB 1537

At least 30% of residential units subject to affordability restrictions

- Rentals for households with income 80% or less of area median income - *$94,400 for a family of four*
- Ownership for households with income 130% or less of area median income - *$151,970 for a family of four*

WASHINGTON COUNTY
Coordinating Committee

Committee members:
(alphabetical by jurisdiction)

Stephanie Jones, Mayor
City of Banks

Lacey Beaty, Mayor
City of Beaverton

Jef Dalin, Mayor
City of Cornelius

Keith Jehnke, Mayor
City of Durham

Malynda Wenzl, Mayor
City of Forest Grove

Bill Martin, Mayor
City of Gaston

Steve Callaway, Mayor
City of Hillsboro

Shawna Thompson, Mayor
City of King City

Teri Lenahan, Mayor
City of North Plains
WCCC Vice-Chair

Tim Rosener, Mayor
City of Sherwood

Heidi Lueb, Mayor
City of Tigard

Frank Bubenik, Mayor
City of Tualatin
WCCC Chair

Nafisa Fai, Commissioner
Washington County

Julie Fitzgerald, Councilor
City of Wilsonville

September 3, 2024

Metro Council
600 NE Grand Ave.
Portland, OR 97232

Re: 2024 Growth Management Decision

Dear Chair Peterson and Metro Councilors,

Thank you for the opportunity to comment on the draft Urban Growth Report (UGR) and Sherwood West urban growth boundary (UGB) expansion proposal. The 2024 growth management decision is the blueprint for how Metro Council will lead the region in planning for future housing development and employment opportunities. This decision will have a particular impact on Washington County with Metro Council's consideration of the City of Sherwood's UGB expansion proposal.

The Washington County Coordinating Committee strongly supports the Metro Chief Operating Officer's recommendation to expand the Metro UGB to include the 1,291 acres within the Sherwood West urban reserve area.

The city has demonstrated their readiness to serve the area with governance and infrastructure as required by Metro's Urban Growth Management Functional Plan. The City's plan envisions that up to 5,582 housing units and 4,524 jobs could be accommodated in the expansion area. We all understand that providing housing is of paramount importance in our region and statewide.

Sherwood has demonstrated, through their local analysis and planning efforts, that the proposed Sherwood West employment area has the site suitability characteristics to attract more of the types of industry that Sherwood has successfully recruited to the city in recent years. The draft

155 N First Avenue, Suite 250, MS 16
Hillsboro, OR 97124-3072
phone: 503-846-4530
email: lutdir@co.washington.or.us

UGR shows there is employment land in the Metro region; however, it is largely made up of small to medium-sized parcels which are not especially conducive to attracting industrial development. Sherwood West can provide larger lot industrial land to help meet the needs of employers. In addition, Washington County's employment rate is higher than that of the region, and employers are currently developing within Sherwood and adjacent cities. Sherwood has demonstrated that they are a place where people want to both work and live.

Thank you for your consideration. We look forward to continued partnership with Metro to make Washington County a great place to live and work.

Sincerely,



Frank Bubenik
Chair, Washington County Coordinating Committee

Meeting minutes

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: **Metro Technical Advisory Committee (MTAC) meeting**

Date/time: Wednesday, August 28, 2024 | 9:00 a.m. to 12:00 p.m.

Place: Virtual video meeting via Zoom

Members Attending	Affiliate
Eryn Kehe, Chair	Metro
Joseph Edge	Clackamas County Community Member
Carol Chesarek	Multnomah County Community Member
Victor Saldanha	Washington County Community Member
Tom Armstrong	Largest City in the Region: Portland
Erik Olson	Largest City in Clackamas County: Lake Oswego
Terra Wilcoxson	Largest City in Multnomah County: Gresham
Aquilla Hurd-Ravich	Second Largest City in Clackamas County: Oregon City
Anna Slatinsky	Second Largest City in Washington County: Beaverton
Laura Terway	Clackamas County: Other Cities, City of Happy Valley
Katherine Kelly	City of Vancouver
Jamie Stasny	Clackamas County
Jessica Pelz	Washington County
Laura Kelly	Oregon Depart. of Land Conservation & Development
Manuel Contreras, Jr.	Clackamas Water Environmental Services
Gery Keck	Tualatin Hills Park & Recreation District
Nina Carlson	NW Natural
Tom Bouillion	Port of Portland
Bret Marchant	Greater Portland, Inc.
Mary Kyle McCurdy	1000 Friends of Oregon
Rachel Loftin	Community Partners for Affordable Housing
Preston Korst	Home Builders Association of Metropolitan Portland
Erik Cole	Schnitzer Properties, Inc.
Mike O'Brien	Mayer/Reed, Inc.
Brendon Haggerty	Public Health & Urban Forum, Multnomah County

Alternate Members Attending	Affiliate
Vee Paykar	Multnomah County Community Member
Faun Hosey	Washington County Community Member
Ashley Miller	City of Gresham
Dan Rutzick	City of Hillsboro
Dakota Meyer	City of Troutdale
Martha Fritzie	Clackamas County
Kevin Cook	Multnomah County
Oliver Orjiako	Clark County
Glen Bolen	Oregon Department of Transportation
Kelly Reid	Oregon Department of Land Conservation & Dev.
Cassera Phipps	Clean Water Services
Fiona Lyon	TriMet

Jerry Johnson	Johnson Economics, LLC
Kerry Steinmetz	Fidelity National Title Greater Metropolitan Portland
Erin Reome	Redevelopment/Urban Design, N. Clackamas P&R
Greg Schrock	Commercial/Industrial, PSU
Craig Sheahan	David Evans & Associates, Inc.
Max Nonnamaker	Public Health & Urban Forum, Multnomah County
Ryan Ames	Public Health & Urban Forum, Washington County
Leah Fisher	Public Health & Urban Forum, Clackamas County

Guests Attending	**Affiliate**
A Brown	
Adam Torres	Clackamas County
Barbara Fryer	City of Cornelius
Brad Kilby	Harper Houf Peterson Righellis, Inc.
Bruce Coleman	City of Sherwood
Eric Rutledge	City of Sherwood
Harrison Husting	Clark County
Ken Rencher	Washington County
Kevin Young	Oregon Dept. of Land Conservation & Development
Kristopher Fortin Grijalva	Oregon Environmental Council
Mac Cunningham	Community Partners for Affordable Housing
Marc Farrar	Metropolitan Land Group, LLC
Sam Diaz	1000 Friends of Oregon
One unidentified phone caller	

Metro Staff Attending

Al Mowbray, Clint Chiavarini, David Tetrick, Eryn Kehe, Kadin Mangalik, Laura Combs, Marie Miller, Miriam Hanes, Ted Reid

Call to Order, Quorum Declaration and Introductions

Chair Eryn Kehe called the meeting to order at 9:00 a.m. A quorum was declared. Introductions were made.

Comments from the Chair and Committee Members

Chair Kehe reminded the committee the MTAC September 18 meeting will be in-person with online option via Zoom. The meeting will be held in Metro Council Chambers starting at 9:00 a.m. There will be a vote taken at this meeting on the Urban Growth Management Decision with recommendation to MPAC. Parking information and other information will be shared prior to the meeting.

The Regional Housing Coordination Strategy was noted by Chair Kehe. This is a state required plan that Metro will develop for coordination and strategy within one year of our urban growth boundary decision to help increase housing production and support all the cities and counties who are working on their plans as well. An update on this work plan is scheduled for the October MTAC meeting. It was pointed out typically Metro's distributed forecast follows our Urban Growth Boundary decision by at least a year that is approved by Metro Council. It's likely to be late in 2025 or 2026. There has been some confusion around the production targets, and it will be coordinated with our Urban Growth Report and information around the Urban Growth Boundary decision. But our distributed forecast won't be out in time for this year's target. More information will be discussed at the October meeting.

Chair Kehe announced Metro is preparing and working on scoping for Metro's Future Vision and the 2040 Growth Concept. You may not know that we have a future vision that guides that growth concept. It hasn't been updated since the late 1990's. We need to update that as well as the framework plan. The 2040 growth concept is part of the framework plan. We will start with putting together a big vision process. This is dictated in our charter. More information on this will be brought to MTAC in future meetings.

Public Communications on Agenda Items Eric Rutledge from the City of Sherwood provided testimony on Urban Growth Decision – Metro COO / Staff Recommendation and Conditions of Approval, appearing on the agenda. The letter submitted to the committee that accompanied this verbal testimony was added to the meeting packet, page 37.

Consideration of MTAC minutes July 17, 2024 meeting
Chair Kehe moved to accept as written minutes from MTAC July 17, 2024 meeting.
ACTION: Motion passed unanimously.

Urban Growth Management Decision: Metro Chief Operating Officer recommendation (Ted Reid, Laura Combs, Metro) Laura Combs began the presentation with a review of the project timeline. The public comment period provided themes that was shared with the committee:
- Optimism about future growth potential
- Interest in more housing and job opportunities in Sherwood
- Importance of housing affordability
- Housing choices for seniors, young families and other demographic groups
- Impacts of a potential UGB expansion on traffic, due to lack of transit options in Sherwood
- Impacts on farmland and agricultural activities
- Impacts on the environment and climate change
- Impacts of new development on existing public infrastructure
- Use land within the UGB before expanding

The regional need for housing was reviewed. The forecast for 2024-2044 was used with a baseline UGB capacity, 175,500 homes expected. The capture rate for growth forecast in the seven-county MSA was planned for an estimated 70% - 72%. From this the UGB housing demand was estimated at 176,500 – 180,800 homes. Using the baseline capacity estimates from the COO staff recommendations as well as the baseline household forecast results in the deficit for growth capacity for housing, shown in the capacity gap range slide.

Job growth was reported at estimates for capture rate: 75% of jobs in the MSA, anticipating 82,500 new jobs by 2044 in the Metro UGB for a total of 1,079,000 jobs. The Sherwood West Concept Plan: Up to 4,500 jobs. The need for large industrial sites was reviewed. There is a current surplus of industrial land, however, at smaller sizes. The 2022 Oregon Semiconductor Taskforce Report showed a Statewide need for four sites of 50 – 100 acres suitable for high tech manufacturers.

The COO staff recommendations include expansion of the UGB to include Sherwood West urban reserve with conditions of approval:
- Minimum number of housing units
- Housing affordability
- Protections for large industrial sites to grow the region's high-tech manufacturing sector

• Broad based community engagement
• Tribal consultation

Additional recommendations include revising how we accounted for slopes on employment lands. The DLCD advised Metro to use a 10% slope threshold when inventorying buildable employment lands. It was recommended and planned to update the region's vision for its future. It was recommended to improve how we assess equity in growth management decisions. Possible amendments to Title 11 of the Urban Growth Management Functional Plan to require local governments to complete equity assessments when concept planning for new urban areas could be proposed. It was recommended that staff to work with interested Tribes, Metro's Tribal Affairs program and its advisory committees to identify possible amendments to Title 11 of the Urban Growth Management Functional Plan to require local governments to consult with Tribes when concept planning and comprehensive planning new urban areas This could help identify opportunities to ensure and improve Metro's Urban Growth Report technical analyses are inclusive of relevant tribal priorities, expertise, and data sets.

Comments from the committee:
Preston Korst appreciated Sherwood's comments about the city's due diligence and concept planning, noting that's a requirement that Metro has stipulated for at least a decade, that cities need to be putting forward their own concept plans before Metro considers an urban growth boundary. When it comes to the recommendations, we are concerned about the political risks that come with adding recommendations that are a little bit too prescriptive in their nature in terms of how they're presented from Council. We've seen whenever there is an opportunity for the political risks of an urban growth boundary to take place it's more than likely to derail the entire process. With that being the frame of how I'm presenting it, is how do you plan to present the recommendations in a way that allows the cities the autonomy to be flexible in their planning. Is there a way that is planned to set the recommendation that gives some flexibility to the City of Sherwood, or having as in 2018, setting the expectation for making these a little bit more aspirational more so than required.

Chair Kehe started with what's typical. It goes further back than 2018 and it is typical for conditions of approval to exist. When the expansion was made in 2018 there were conditions of approval that had a number of dwelling units as a minimum that is planned for in comprehensive planning for each of these cities, numbers that were obtained from the range that was presented in the concept plans by that city. In terms of how conditions of approval will be decided in this process this year, those conditions are set by our Council. They were in 2018 and they will be in 2024. Right now, the COO recommendation does not have a number for Sherwood for a condition on that number of units. It's presenting a range of choices for the Council to consider. Comments made by the City of Sherwood that range by Metro starts at nine dwelling units per acre, and Sherwood's plan is six. That range will be a political conversation at MTAC and Council.

Planned next steps for the September 18 MTAC meeting was a two-piece recommendation.
– Agree with recommendation to expand the UGB to include the Sherwood West urban reserve? You can agree with the recommendation with some caveats, separate from any conditions of approval.
– List of thoughts to share with MPAC on the topic areas for potential conditions of approval. You are the technical advisory committee to MPAC and provide that expertise on topic areas about the conditions of approval. You mentioned the number range of housing production. You may want to provide input on other conditions regarding general areas of affordability, the protection of large lot industrial areas and more. In many ways the conditions only come into play if the UGB has expanded.

Mr. Korst noted looking at the potential UGB conditions of approval section on page eight. It just seems vague to me. There isn't necessarily an expectation. Basically, it will be saying Metro in the COO recommendation. It also says Metro Council could add a condition. Chair Kehe noted this recommendation isn't recommending an affordability concept. It's just saying Council should consider some kind of condition related to affordability and lets Metro Council determine what that condition would be. It was noted in the past we had draft COO recommendations that did include some draft conditions of approval, but also in the past some conditions of approval happened in the Metro Council process late in the game. It's not unusual for conditions to be undefined at this stage, but this is more undefined than they have been in the past.

Mary Kyle McCurdy noted this is very much a legal decision as well as a political one. There are requirements to meet needed housing and Metro has its own six desired outcomes, which I've not seen mentioned in the COO's Report, which also among other things govern this decision. Given what the City of Sherwood said today abut their unwillingness to go above 6.2 dwelling units per acre, will the COO and staff be going back to reanalyze its recommendation that changes quite a bit, included needed housing, whether any of the needed housing, most of the housing that's needed in the state and in the region is for those at 120%. The primary funder of affordable housing is litech. To even qualify for litech housing you need about 40 units per lot. That means none of that would qualify. Regarding climate strategies that Metro has committed to, will the COO be going back and redoing this analysis COO recommendations?

Chair Kehe noted all of those are decisions that our Council has the opportunity to make in their deliberations. Ms. McCurdy added that the last UGB expansion in 2018 had a requirement for minimum density that was 15 units per acre. The Governor's UGB expansion bill in 2024 required for any Metro expansions underneath that bill to be 17 units per acre. This is different from the past decade.

Nina Carlson focused questions and comments on industrial lands. One, I would be curious to know if or why there was no scrubbing the amount of industrial land that was deemed available in the UGB with commercial real estate folks. Knowing the folks in the industry, anything under five acres is very difficult to do. Any sort of larger industrial, or heavy medium to heavy industrial, you need larger pieces than that. Three acres or under and it's disaggregated around the region. I struggle with that being included in the number.

Additionally, I appreciate you dropping the slope down to 10%, but again, those same folks who do this development every day won't look at anything that has a grade of over 7%. So that's concerning in that number. Lastly, I appreciate all the work that's gone into this. But for those industrial areas to be really meaningful a lot of those are brownfield or areas that have real struggles with their infrastructure. I think a cost needs to be put on those places and potentially those that won't pencil in with those kinds of costs be take out or put in an ancillary bucket that aren't considered unless state or federal funding are found to be able to bring that into something that would pencil out because there's no sense counting properties that will not get developed. We have enough of those around that we see today.

Ted Reid started a reply with the small sites less than five acres. We have done some work on small site competitiveness and our analysis found those smaller sites actually do play a very important role in the regional economy. In particular, they serve smaller businesses that are often owned by people of color, that serve as an incubator for these small businesses in the economy. Our sense is we shouldn't ignore them completely. But as you noted there is a segment of the industrial market that does require larger sites since we've attempted to recognize that in the work we've been doing.

Chair Kehe added that it does get to the function of the center of what this UGB decision is about. If we discount vacant land completely and say that vacant land inside the UGB is useless, and therefore we need to expand the growth boundary. I think that's something we need to talk more about. I think it gets away from the fundamental idea that we use land effectively. It makes me question if we have vacant land inside the growth boundary and it's useless as industrial land, which is what you're saying, nobody wants to develop it, then we need to make some changes so that that land can be developed and become efficient use of the land inside the growth boundary, not discount it and let it stay vacant forever while we continue to grow out on the edge.

It does raise a really important issue, and you're not the only one to raise this, and it's really critical that we make sure that those areas do develop. Mr. Reid noted one way in which they can. But you are correct about the need for investment. Many of those are Brownfield and taking them out of that status and making sure that they're cleaned up is a problem that we need to address. We've found a way to specifically address this industrial need for large lots that supports the Sherwood proposal, and that's what's in the COO's recommendation.

Tom Armstrong noted following up from a previous conversation and hearing Sherwood is taking a pretty hard stand at six units per acre, this is significantly less than any of the previous UGB expansions at least recent past. In the previous draft UGR it had an analysis of what it would take or how you would adjust the redevelopment rate which is a pretty low 20%. I'm wondering if you're going to be able to provide an alternative analysis that says that if Sherwood is not agreeable to a higher density to help meet some of our housing needs, affordable housing needs, then Metro Council would have to adjust the redevelopment rate to create the capacity to meet those needs. I think there was a reference for the high scenario of going from 20 to 40%. I'm curious now that you've zeroed in on a regional forecast, what the redevelopment rate would need to be to meet the 5,000 units of additional capacity that you've identified as a need. You are saying meet that capacity inside the existing UGB by increasing the redevelopment rate for 20% to what? Is it 25%? Is it 23%? Is it a reasonable number or is it a huge stretch goal. Having that additional information would help.

Mr. Reid this was noted as something that got mentioned in the draft Urban Growth Report. We have a fairly conservative approach to how we assess redevelopment capacity in this work. There's the initial question about is redevelopment financially feasible on any particular property. And then we've also looked back at redevelopment in the past and acknowledged that even if a site is financially feasible to redevelop it doesn't mean that it necessarily does. As Mr. Armstrong is recounting, we've assumed that about 20% of the financially feasible parcels will actually redevelop in the future. He is correct on that. We have not gotten to the point of talking about how we would redo this analysis. I think right now we are in the phase having presented the COO recommendation and we anticipate some good policy discussions about expectations for any areas added to the boundary.

Mr. Armstrong asked do you think you could provide that information for us for our September 18 meeting? Mr. Reid noted he would check with his colleagues. I think there's another sort of complicating question here about the COO recommendation. As it stands, the housing need that is identified talks about middle housing and single unit detached housing in particular, which are a bit more challenging to address through redevelopment. Let me think about this and we'll see what we can do.

Dan Rutzick noted as I think about the Urban Growth Report, I am mindful about the Sherwood West UGB expansion. The 2024 Urban Growth Report will have implications for city and county planning

processes in the coming years. We'll identify the subsequent distributed forecast, as was mentioned earlier, to then inform the local housing capacity analysis and the regional transportation plan remodeling. A question I would pose to MTAC today is beyond the Sept. 18 meeting, talking about agreeing with the recommendation to expand the UGB to include Sherwood West, thoughts to share with MPAC on the topic, potential conditions of approval. I would encourage MTAC to also have a play with other input to share with MPAC regarding the 2024 UGR that can help inform overall thoughts on the work. Sherwood West, obviously, as we talk about at Metro multiple times, is front and center as part of this work, but I don't want to lose track of the overall urban growth report and some concerns I think local governments may have and others about other building blocks. I have a question with the baseline scenario, the Metro COO recommending the baseline scenario. Is that falling within the category of the new normal scenario two, or the new normal scenario three that we've been talking about in the last couple months.

Mr. Reid noted you'll recall we talked about the draft urban growth report with some of the housing demand scenarios. One was following in footsteps where future generations make choices similar to those that proceed them. There was the strong urban market scenario where there was a lot of very urban high-density development that would look a lot like the 2010, 2018 timeframe with that kind of development that we saw. In the middle was this new normal that was basically a blend of those two. We had two variations on that new normal, one that they used some initial capacity estimates that we had developed. Then a variation on that that attempted to respond to some of the feedback we got from suburban jurisdictions in particular. In their experience residential zones that are zoned for single unit detached housing that also allow middle housing, they tend to see a higher mix of single unit detached, not so much the middle housing. That variation was also included in the draft urban growth report. I've lost track of what the numbering for those scenarios was, but the COO recommendation is essentially what I described as the baseline capacity leaning a bit more towards single unit detached on vacant lands.

Mr. Rutzick noted it's closer to scenario three. It was asked is there an opening in September to have MTAC make recommendations beyond just the Sherwood West area? I know that at our MTAC meeting last month there was talk about, as Mr. Reid described, we have following in footsteps that we have the new normal, we have the strong urban market. There was a question mark where there could be another scenario and that was put out there. The City of Hillsboro put in public comment there's an opening for another scenario that falls in the line of strong population growth, but it also leans more towards a larger mix of single detached in addition to middle housing and apartments. I think it might be helpful to get some clarification if there's an opening to talk about another scenario, that question mark scenario, that Metro put out there last month.

Chair Kehe noted a change to the UGR like that would change the analysis and therefore the decision to expand the growth boundary for Sherwood. So that MTAC recommendation about the expansion is related to how the analysis identifies the need. Those are absolutely related. If the needs were for more single-family housing, then Sherwood would either have to provide higher densities of single-family housing in their concept plan or Metro would have to expand the growth boundary in some other location that's not Sherwood.

Mr. Rutzick noted when Metro showed that question mark it acknowledged staff ran through a variety of scenarios, but possible there could be other scenarios, too. What I'm hearing is there's not going to be an opening to assess whether Sherwood's proposal falls within a scenario beyond the four that have been looked at so far. Chair Kehe noted saying that if you want to do that, MTAC will need to make a

new recommendation about the UGB. Mr. Rutzick noted that makes sense. I guess that's an outstanding question for today to help inform for the Sept. 18 meeting. With that question mark being opened up Metro ran work with all these scenarios. There could be a lightly different scenario where there's more population growth than Metro has identified. It's a strong urban market but ultimately there's more single detached than is being shown. It's just a higher number of single detached than the new normal scenario three shows.

Chair Kehe asked where you would propose to MTAC a suggested on what should be done about the UGB to accommodate that additional single family residential need. Are you suggesting an additional expansion area beyond Sherwood? Mr. Rutzick noted I view this Urban Growth Report as obviously Sherwood West, but it's about more than that. As we think about the population forecast scenarios, let's put Sherwood West to the side, then for our region for the coming years all these building blocks that this sets the tone for. It's an acknowledgement there are other scenarios out there that can inform us. Maybe it's less about MTAC making a recommendation that's different, but maybe recommending to MPAC that the final UGR acknowledges there are other scenarios than the four that have been identified, which does not preclude the UGB expansion in 2024 for Sherwood West. There's a bunch of local governments in the coming years that are going to be leaning on these both growth forecast and scenarios to inform planning work we do at the local level.

Mr. Reid added the scenarios, and their draft urban growth report were always intended to be illustrative. Based on conversations we had with our consultant team they were intended to be within the balance of what felt plausible. Our consultant team advised us that a scenario that contemplates high population growth would necessarily mean that population growth is coming from younger migrants to the region who will not have the financial resources to purchase a single unit detached home. This was in the category of yes, you could create that kind of scenario, but they weren't convinced that it was actually informative in any practical sense. Mr. Rutzick noted if we're looking by 20 years out with your people moving to the region, they may choose middle housing or apartments. A number of them will have growing households and for other reasons gravitate towards single detached. When the urban growth report gets finalized, it can call out a variety of scenarios that could play out in the coming 20 years.

Preston Korst asked wouldn't the adjustment or alternative scenario that Dan is suggesting be actionable by a mid-cycle UGB expansion opportunity? Mr. Reid noted it could be. We do have this mid-cycle process that was developed in partnership with a number of the organizations here. We got to some changes to state law that allow this mid-cycle process, essentially three years after these cyclical decisions there. This is intended as a pressure relief valve. If our region in fact is experiencing faster growth than we expected, then a city can come forward and propose one of these mid-cycle expansions with that evidence that was missed in the most recent urban growth report.

Jessica Pelz noted we support expanding the UGB and would like to have a discussion of draft conditions of approval (more detailed) for MPAC consideration at the 9/18 meeting.

Anna Slatinsky noted I'm curious about the identified minimum number of units that would be created as a condition. Obviously previous decisions included those figures and Metro Council need not identify a particular density, but simply identifying a number of units and Sherwood would be able to take a flexible approach in figuring out how to target that figure. I would also add I would encourage Sherwood not to be too worried about middle housing. In the Cooper Mountain community planning process we've found ways to not just meet, but target significantly exceeding Metro's minimum

housing numbers. There are a lot of different ways to do it that can result in great outcomes for community character and all of the tings that folks care about. That said, I know there are lots of details involved, and I'm not familiar with the Sherwood area and the plans that have been made so far.

My question is the minimum number of units that Metro Council would be choosing related to that range of needed housing that is being identified by the Urban Growth Report. From what I can see that range is between a thousand and 5,500. I'm curious how much of that informs where that condition would be. There are lots of other incentives for looking at some of the higher ends of the density including potentially eligibility for some infrastructure funds from the state. I would be interested to know from Metro staff's perspective how they are thinking about identifying potential housing targets for this area. Picking a density doesn't actually make a ton of sense because that's not how density really works. You have a variety of density, different kind of development. How are you thinking about identifying what the right number of units is for a particular expansion area?

Mr. Reid noted from the City of Beaverton and other cities experience in the 2018 decision there were conditions approval that essentially said the City of Beaverton, you shall plan for at least this number of homes. And the city has been doing that work along with Hillsboro, King City, Wilsonville to do the comprehensive planning to hit those levels and in many cases exceeding those expectations that were laid out. You are correct that the COO recommendation lays out a range of potential need from a thousand to 5,500 homes. You're also correct that the conclusion about need needs to sync up with the conditions that get applied to the expansion area. That's how we're thinking about it. That need will again reflect that direction from the council about what their expectations are for the minimum number of units to provide in that expansion area.

Ms. Slatinsky noted but from a Metro perspective I'm assuming that staff is going to be formulating potential numbers for that housing target for Sherwood. I'm curious how is staff approaching that. How do you determine what that proposal is for, what the options are that you identified for council. Mr. Reid noted what you've seen in the COO recommendation includes the reference to the planning the City of Sherwood has done. You've heard from the City of Sherwood what they believe their intention was with their concept plan, as well as that table that I shared that showed the range in their concept plan. Right now we're presenting this as these are all within the realm of what the council could decide. We think there's a policy discussion to be had about what those expectations should be.

The slide showing Sherwood West Concept Plan UGB housing capacity gap range was shown again. Ms. Slatinsky noted what I'm hearing is that Metro staff isn't quite sure how they're going to come up with options to consider. Chair Kehe noted Council is going to start work within the range that's in the COO recommendation.

Ms. Slatinsky noted a brief comment about the affordable housing, the suggested for some kind of condition related to affordable housing. I want to note that for Beaverton we've exceeded our own expectations for creating low-income housing in South Cooper Mountain which was two or three UGB cycles ago. The community plan was in 2015 and there is no way we would have been able to see low-income housing built in South Cooper Mountain without the Metro affordable housing bond. I think that the Metro affordable housing bond is an example of something that Metro did really well in terms of providing significant resources that have moved the needle.

I also want to mention there was an article in the Oregonian that came out recently about the dire straits that a number of affordable housing provider organizations are in right now. Without functional

low-income housing organizations to develop and provide that housing in the long term any obligation that's put on local jurisdictions is just meaningless. To be perfectly honest any kind of explicit target or requirement on local jurisdictions through UGB decision will also be meaningless because cities don't fund and develop affordable housing. I think that Metro has an important role to plan in affordable housing. But setting explicit requirements for jurisdictions through the UGB process I do not believe is one of them.

I want to encourage other jurisdictions to consider devoting resources to facilitating affordable housing development. However, it requires $$ any way you cut it. I would strongly oppose Metro placing additional financial obligations on cities with UGB decisions in addition to the already very daunting cost of providing infrastructure to new growth areas.

Chair Kehe noted that's a good example of what could fall into that second category of the decision for MTAC to bring to MPAC with the list of your technical recommendations. In this instance about affordable housing and possible conditions, essentially asking that those don't be too prescriptive because cities don't have the resources to build that housing themselves without significant support. Please talk more about some of those ideas which is one way we could separate this decision into the UGB expansion or not recommendation to MPAC and your technical expertise about those condition areas.

Carol Chesarek asked what if we support the expansion but only with certain conditions. In that case separating out those two decisions might be challenging. That's just a comment to think about. When I started working on this stuff years ago, we talked about developable acres when we were talking about residential densities, and I'm not hearing that developable acre's word used now. I'm confused about the different numbers I'm hearing today. I'm hearing from Sherwood 6.2 dwelling units per acre. I'm seeing on the chart the minimum number was 9.2 units per acre. I'm hearing from Ms. McCurdy talk about a state requirement for 17 units per acre. I'm wondering if those are all equivalent numbers with the same kind of underlying basis and calculation, or if there's some difference in how we're calculating what's developable and what's not. If someone could explain that it would be helpful.

Eric Rutledge noted the way to look at the capacity gap range table, the number that you see, 9.2 at the mid-bottom, that is the high end of the density range when no middle housing is provided in what we call neighborhood zones. You see 0% at the top, then all the way down to the bottom and you get to 9.2. If we were to clarify this table, we would add another column that would provide the minimum density with 0% middle housing in addition to the maximum density 0% middle housing. The reason whey this table got put together this way is because we were focused on the impacts of HB2001 and that's where the 0%, 10%, 20%, 50% come in. More examples from the table were described.

Addressing comments at the meeting, the density is going to go higher. In my opinion we're probably going to hit about 10 units per acre after the planning is done. Developers take advantage of HB2001 as they're allowed. I want to clarify 6.2 is the minimum lower than recently approved concept plans, but not by a lot. Frog Pond was approved at approximately eight units per acre. So, it's less than 10. Again, what we've seen is that the base density always goes up. What we're saying is we don't want the base, or the minimum density increased. Because that is likely to increase things across the board down the line as we get into full development subdivisions and just straight up building permits as developers take advantage of middle housing with HB2001.

What we'd like to do is stick with the base minimum density 6.2 which is in the concept plan. There doesn't need to be a correction there. We know the 6.2 is supported by the Sherwood community. Based on our conversations with how we approach this with our community, allow the market to take it up further. That's what we're proposing. Based on comments today it seems that the minimum density is going to be much higher than 6.2 in the end. We have a significant concern that if we accept a condition that is higher than what was proposed, that as a lot of political risk and community acceptance risk. The other point around density, we have HB2001, we have SB1537 that assed last year, which allows additional density, basically outright, as long as you show that it increases affordability, or the unit count developers can go now. Regarding HB2000, three from 2019 related to density and affordability.

We are going to have to take specific actions. We are going to be subject to the new housing accountability and production office. All these are state mandates that are going to force the city's hand in a certain direction for affordability and density. The additional Metro conditions that go beyond that just might be that final straw. That's what I'm concerned about. Our community has a lot of concern about preemption both at the state level and the regional level. We want to be a good partner. We're proposing a minimum of about 2100 units. We think we can deliver those quickly, and likely the density will be much higher. But all the imposed conditions threaten that. The main thing is that it has been vetted and approved by the Sherwood community.

Ms. McCurdy noted the 17 units per acre referred to the Governor's one time expansion for residential. In SB1537 if a city in the Metro area uses that to expand the urban growth boundary for residential, it's 17 units per acre. Chair Kehe added that's not this process but something we can refer to as something recent. That was coming from the Governor's office. Sherwood is not asking for that one time expansion so they're not asking for that. Then I think you last question was could MTAC recommend to MPAC that recommends to Metro Council an expansion of the growth boundary but with some specific conditions. Yes, you absolutely can, but you'll need to have a vote of everybody that agrees with that, or we'll have a majority vote that agrees with that. There is some negotiation that has to happen in this group to try to get to what those would be.

Ms. Chesarek noted I'm a little frustrated because I feel like we're sliding backwards in the density housing space at a time when we need more density for climate reasons and also for walkable communities. I remember hearing a report some years ago that stated 12 or 15 units per acre is the minimum number you have to get to for supporting a truly walkable community that has enough density to support the corner coffee shop, the bakery, those local businesses that you can actually walk to as opposed to getting in your car and driving. We know there's a need for more housing in the region. So, to be walking back from 30 years ago the minimum requirement was 10 units per developable acre, I feel like we're sliding backwards in terms of the requirements and the minimums and we're not going in the right direction.

Gery Keck spoke of building off what Ms. Chesarek talked about. I see for as far as walkable communities the chart showed two different averages. One was the density average, and one was with open space, and the open space density was lower. My two cents is that if we're going to be making these communities with denser housing, we need the infrastructure to support those to be livable, which open space is one of the items. My question is the 9.2 to 16.4 that the COO's recommending. Does that take in consideration open space to help these communities become livable. Mr. Reid noted noticing in some table that described their density assumptions, some notes about open space and how those factored in.

Mr. Rutledge noted the Metro definition as far as I understand includes open space as part of the density calculation. So, the 9.2 would be the correct based on Metro and the City of Sherwood definitions. Chair Kehe noted they absolutely have a lot of open space worked into their concept plan. It's in how you measure density, which again, that most of the time Metro Council conditions have included number of units and not density. Density tends to get into these questions of what you use as a denominator, whether you're including roads or parks, or it can get a little complicated in its calculation. But that's what the table was showing, just a different way of looking at the calculation, one set of numbers of units, but changing the denominator of what's considered in the buildable land.

Rachel Loftin wanted to address what was being noted about affordable housing and how that's paid for and how that functions. While I understand the cities don't want to have CET prescriptive path to get affordable housing, we absolutely know that we need it. Those cities aren't the primary funding source. They are what actually kicks off this whole process. So, when we're going to the state and we're asking for tax credits, the only way that we get that funding source is if we can show significant community support from that city in order to get those initial awards.

On top of that we also have a major crisis within the entire United States that we don't have enough funding for these Litech properties. We're out of PABs across most the United States right now. We are going to depend on the local funding sources to make affordable housing happen. So, we need cities. Beaverton has done an amazing job about bringing affordable housing into this area. For instance, we're working on the senior housing at Fifth Property now. The reason we were able to make that happen and able to get a commitment for Litech is because Beaverton set aside a property that they would want converted into affordable housing. We need jurisdictions to commit to that across the board. If you want affordable housing, you can't just hope that Metro is going to come up with another funding source or that the state is going to step in. You need to help plan for that and make it happen.

Chair Kehe appreciated the perspective. This is making my point on why I think it could be helpful for us to make a list of these considerations for our September meeting. You want to make sure to forward to MPAC your expertise about some of these topic areas because you bring different perspectives and don't have to agree. We just have to bring all those perspectives to MPAC and Metro Council following that to hear and understand those perspectives.

When asked to define the acronyms used, Ms. Loftin noted litech is the low-income housing tax credit. It is thew ay that 90% of affordable housing projects are funded. We get tax credits from the federal government. We sell them to private investors, and they that is what gives us the money that we need to build the housing. Those are funded through private activity bonds, PABs, which are awarded across the United States based on the size of your area. But what we're seeing is that with construction costs and insurance and all the other issues right now, there's not enough funding coming in to build the amount of affordable housing that is needed. So, we're at a little bit of a holding pattern even here within Oregon. The Oregon Housing and Community Services for the first time froze their 4% OHCS tax. They are the ones who distribute the funding for low-income housing tax credits. And they've stopped accepting application because there is not enough money to go around right now.

Mary Kyle McCurdy asked which Metro area cities have adopted a CET for affordable housing? Given that UGR says @ 80% of future households cannot afford median home price, we need housing numbers and densities that support market provided moderate income housing and affordable housing. It is not reasonable to expect Metro to always provide an affordability bond. Anna Slatinsky noted state law limits CET to a maximum of 1% of the permit value on residential construction. In

Beaverton, that would yield less than $1M per year. Other significant funding sources are needed. Ms. McCurdy added the CET issue addresses the point raised by CPAH about need for cities to step up for affordable housing as well; it takes many pieces to put in place to support affordable housing.

Fiona Lyon wanted to echo comments from Ms. McCurdy and Ms. Chesarek on the density piece. I think that's a pretty big game changer for this process. When I google six units per acre it's an eye-opening visual to see what that means in real life. It looks like there was a maximum density, the 16.4 referenced as one of the conditions of approval. I know this is within that capacity table that was in Sherwood's concept plan. But I guess my question is why Metro's recommendation would include a max density. Echoing what I saw in the public comments on traffic concerns and the lack of transit service here. I would tie the pieces together that in order to get good transit service you do need to provide density. I would encourage those two pieces. I'm not a transit planner but I can definitely lean on my colleagues to share some of those density figures for how to best position the community to receive future transit investments.

I would be helpful for me to understand more about the assessment that was done to make sure that we turned over every stone within the UGB. I don't know if there's a one-pager on that process or all the things we looked at. There's a variety of things that come to mind. Looking at the Senate Bill, was that a consideration for looking at how to add density within the Urban Growth Boundary? Looking at underutilized parking throughout our region? It may be too late in the process to fold these things in, but I would like to maybe brainstorm for the next round, are there more creative things that we can be doing to make sure we're maximizing everything that we already have, just as a point of process.

It feels like so many of these expansion areas carry over large arterials that used to be farmland that don't quite get the investments of pedestrian and bike improvements of actual protected crossings in any regular interval. It remains a huge barrier for a lot of our region to be able to create walkable communities. If there's any way that we can bridge that gap in a more creative way to help trigger that investment. I feel that it's an outstanding need that we keep seeing throughout the region.

Mr. Reid thanks Ms. Lyon for the comments about the need for density to support transit provision. That is absolutely our senses as well. It'd be helpful to hear from TriMet what some of these threshold numbers may be to ensure that we an provide those options. Thank you for your comments about ways that we can use land more efficiently. The urban growth report process is a snapshot of what we think is today, but I think your point is a good one about are there other efforts we could undertake to think about using land more efficiently. I think probably a lot of my colleagues from cities and counties have some good ideas about that based on their local experience. Chair Kehe added the update to the region's vision and the 2040 growth concept and framework plan will be an opportunity to form understanding for efficient use of land inside the growth boundary. The scoping is going on now. Information on this will be coming to the committee.

Joseph Edge noted Ms. Lyon and Ms. Chesarek bring up great points about the thresholds required to support transit, walkable neighborhoods, neighborhood commercial, etc. We've heard from other suburban jurisdictions about wanting TriMet to provide better service to certain of their communities. As planners, we should be familiar with these thresholds, and these should be leveraged to set expectations for jurisdictions that are asking for additional transit service. We should invite TriMet planners to present to us on the thresholds required to support different intensities of transit service (local, frequent, high capacity) so we can have a shared understanding of this data for our technical recommendations.

Kevin Cook noted it seems appropriate to require conditions for affordable housing even while recognizing the challenges around funding. Vee Paykar noted also appropriate to continue talking about transportation - goal 14, states UGBs coming from cities over 2,500 in population will need to have a transportation system plan including encouraging efficient use of land to provide livable walkable and densely built communities.

Anna Slatinsky noted many of the comments here about local toolkits for affordable housing and transportation planning are already in place as a state mandate - Housing Production Strategies, and community plan requirements for planning goal consistency.

Nina Carlson noted I respect that we need walkable bikeable neighborhoods and all the amenities but every time we do that our cities are already struggling mightily with their budgets and requiring all these additional things that are going to make it that less likely for cities to be able to do these things. I'd love to have all the bells and whistles but right now we need to focus on housing and getting more people housed. Sometimes that means we don't get to have all the niceties. Before we weigh in on this, I think people need to drive around and understand what that land out there looks like.

Preston Korst noted I want to put into the conversation that whatever recommendations we do decide in the future meetings is going to set a precedent for the next urban growth boundaries, what we do in the future. I believe the truth is that the more prescriptive that we are in these urban growth boundary recommendations it means that it will be less likely that future cities in the future iterations of urban growth boundaries are willing to go after these urban growth boundaries because they feel either their hands will be tied or that whatever they do propose will get changed so much or will be killed through political in-fighting, essentially due to the fact that there are so many additional burdens on top of the years and hundreds of thousands of dollars that have been spent towards creating what a plan they think is appropriate for their community. Again, I keep referencing King City and North Plains. I want to be respectful to the political leaders that have taken the risk to go after the current urban growth boundaries. What we're deciding now will not impact just this potential development in community, but it may end up having detrimental effects and preventing other cities from wanting to do the same.

Glen Bolen noted I think that there's a longstanding history here of having conditions attached to the urban growth expansion areas. I think they've helped lead to better outcomes. One of the notes that I've got for this particular case is we're looking at job lands, large site industrial specifically. I agree with the statement about some protections for those large sites. There are some examples out there like North Hillsboro that has done some of that minimizing the number of restaurants and things that can go in there just to serve people, but not to be a draw itself. I also looked through the city's code, and their current industrial zones have a small minimum acreage size, so that would have to be updated.

And there's conditional uses allowed like recreation that are heavy trip generating low wage. I think we've seen this happen in the region where we lose some nice industrial sites to recreational uses for a long time and are not going to be real base employment jobs. From a transportation perspective they are higher trip generating. I'd like to see those protections in place. I agree with the statement that having a production number that matches the identified need is a reasonable approach. Numbers are just numbers. There are different ways to do development to make all kinds of things work. It really comes down to creativity.

Tom Armstrong noted I wanted to agree with Mr. Bolen's comments around the industrial land protections. Given that Metro has identified a need for large lot industrial, I think it is wholly

appropriate that Metro designate this as regionally significant industrial area. That would adopt the Title IV protections that eliminate the recreation use and provide the protection so that we don't see leakage with things like indoor go-karts, and Topgolf, and other things that belong more in the hospitality commercial area of their concept plan.

Chair Kehe asked for the Next Steps slide to be shown again. I'm going to go back to what I laid out in terms of decision-making next month and my suggestions as your Chair. I hope that this conversation has gotten you thinking about it and making you curious to find out more information. Ms. Carlson suggested going out and driving the Sherwood West area. You can look at the Sherwood West concept plan. It's easy to find online. You can look at Sherwood's proposal, it's on Metro's website as well.

I wanted to reflect back on this and make sure you're all ready for what's ahead. Ultimately, most of the time MTAC has recommended something in line essentially reflecting off the COO recommendation. That's what I'm suggesting here, is that you take the COO recommendation and then work from that, and that you either support it or you reject it. You can support it with conditions as was noted. But you are a very big group and getting a majority of this group means you need to come to something that will work for everyone. That will be the work of September.

I encourage you to work with your colleagues to come up with proposals that you're ready to present at that September 18 meeting. This is similar to the last big decision with the Regional Transportation Plan. We walked through the recommendation and folks had suggestions, we worked on those together and voted on them. Ultimately, this is forwarded to MPAC. I will review notes of the meeting with your initial thoughts shared and bring some of that in a list to you as a starting point for this list of topic areas. But I hope that you'll come with more of those. It's very possible that I may ask for a straw poll on the first question about this recommendation to expand the UGB just to get us started and see where everybody is at. We might start the meeting that way. I also want to hear any proposals that you've brought with you. We'll go from there at the meeting on the 18th.

Nina Carlson noted I see the growth report in two separate sections, the residential and the industrial. Do we have to approve it all, such as make recommendations on the whole thing total? Chair Kehe noted in terms of expansion of the UGB, what's on the table right now is a full expansion for Sherwood West. That includes their employment areas and their housing areas. That' what's on the table. That's what I'm asking you to respond to. Could you respond to something that's separate? You could bring in part but not the other, yes. That's an adjustment that you could suggest. With bringing this information in front of MPAC it can help inform their decision. As a technical group your role is to provide your technical expertise to MPAC. I think by discussing these topic areas and your thoughts about potential conditions it can be helpful.

Adjournment

There being no further business, meeting was adjourned by Chair Kehe at 11:03 a.m.
Respectfully submitted,

Marie Miller

Marie Miller, MTAC Recorder

Item	Document Type	Document Date	Document Description	Document No.
1	Agenda	8/28/2024	8/28/2024 MTAC Meeting Agenda	082824M-01
2	MTAC Work Program	8/20/2024	MTAC Work Program as of 8/20/2024	082824M-02
3	Draft minutes	7/17/2024	Draft minutes from MTAC July 17, 2024 meeting	082824M-03
4	Draft Report	8/26/2024	2024 Urban Growth Management Decision: Metro Chief Operating Officer/Staff Recommendations	082824M-04
5	Testimony Letter	8/27/2024	Testimony Letter, Urban Growth Decision, City of Sherwood	082824M-05
6	Testimony Letter	8/28/2024	Testimony Letter, Urban Growth Decision, Johnson Economics	082824M-06
7	Presentation	8/28/2024	Urban growth management: COO/Staff Recommendations	082824M-07

Agenda

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Meeting:	Metro Technical Advisory Committee (MTAC)
Date:	Wednesday, August 28, 2024
Time:	9:00 a.m. to 12:00 p.m.
Place:	Virtual meeting held via Zoom
	video recording is available online within a week of meeting
	Connect with Zoom Passcode: 982966 Phone: 888-475-4499 (Toll Free)

9:00 a.m. **Call meeting to order, Declaration of Quorum and Introductions** — Chair Kehe

9:10 a.m. **Comments from the Chair and Committee Members**

- UGB Decision Schedule (Chair Kehe)
- Updates from committee members around the Region (all)

Public communications on agenda items

Consideration of MTAC minutes, July 17, 2024 — Chair Kehe

9:25 a.m. **Urban Growth Management Decision: Metro Chief Operating Officer recommendation** — Ted Reid, Metro

Purpose: To share and explain the urban growth boundary recommendation from Metro's Chief Operating Officer and initiate discussion prior to MTAC forms a technical recommendation for MPAC in September.

Packet materials for this agenda item on the August 28 meeting will be later than usual. This is because we intend to provide the Metro Chief Operating Officer (COO) recommendations for the 2024 urban growth management decision. However, those recommendations are not yet completed because the public comment period on the draft 2024 Urban Growth Report does not conclude until August 22. ***We intend to release the COO recommendations on Monday, August 26 and will email it to you then.***

11:00 a.m. **Adjournment** — Chair Kehe

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January 2021

2024 Urban Growth Management Decision: Metro Chief Operating Officer/Staff Recommendations

August 26, 2024

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TABLE OF CONTENTS

LIST OF ACRONYMS I
A DELIBERATE APPROACH TO GROWTH 1
ADAPTING AND IMPROVING OUR GROWTH MANAGEMENT PROCESS 2
CITY OF SHERWOOD READINESS 3
THE REGION NEEDS MORE HOUSING OF ALL TYPES 5
REGIONAL NEED FOR UGB EXPANSIONS FOR HOUSING 5
PLANNING FOR JOB GROWTH 7
NEED FOR LARGE INDUSTRIAL SITES TO ACCOMMODATE HIGH-TECH MANUFACTURING GROWTH 7
ADDITIONAL LANDS TO SUPPORT COMMERCIAL JOB GROWTH 8
POTENTIAL UGB CONDITIONS OF APPROVAL 8
ADDITIONAL RECOMMENDATIONS 9
Improve how we assess equity in growth management decisions 9
Consult with Tribes 9
Revise how we accounted for slopes on employment lands 10
Update the region's vision for its future 10
PUBLIC COMMENTS 11
TIMELINE (SUBJECT TO CHANGE) 12
ATTACHMENT 1: HOUSING CAPACITY, NEED, AND DEFICIT ASSUMPTION DETAILS 13

LIST OF ACRONYMS

The following is a list of acronyms used throughout this document.

COO: Metro Chief Operating Officer
CORE: Committee on Racial Equity
MPAC: Metro Policy Advisory Committee
MTAC: Metro Technical Advisory Committee
UGB: urban growth boundary
UGR: Urban Growth Report

A DELIBERATE APPROACH TO GROWTH

Under Oregon state land use law, the Metro Regional Government ("Metro") is charged with making decisions about whether to expand the urban growth boundary (UGB) in the greater Portland region. This communication from Metro's Chief Operating Officer contains the staff recommendation to the Metro Council regarding the need for a UGB expansion and the City of Sherwood's 2024 proposal to address that need.

The urban growth boundary has long been one of Metro's most important tools for focusing the development of new homes and businesses in existing downtowns, main streets, and employment areas. Residents of the region have told us time and again to hold this priority: make the most of the land inside the boundary so that outward growth on the urban edge only happens when it is necessary and provides benefit for the entire region. This deliberate approach is crucial for strengthening existing communities, protecting farms and forests, and reducing greenhouse gas emissions.

According to state law, Metro is required to make a decision about whether to expand the UGB at least every six years. In making these decisions, Metro must provide up-to-date information about demographics, population and employment growth, development trends, and estimates of buildable land inside the UGB. This thorough assessment of whether there is a regional need for expanding the UGB is not only required by law – it is central to the greater Portland region's identity. When new growth occurs at the edges of the urban growth boundary, it should be necessary, planned, and deliberate.

Today, the greater Portland region is facing a housing shortage crisis. In addition, there is agreement across the region that attracting more family-wage industrial jobs will help our communities thrive. However, it is also clear that simply providing more land won't necessarily result in jobs and housing. Experience has shown that certain conditions must be in place to ensure that UGB expansion areas produce housing and jobs in a near term time frame. Time and time again we have seen that development occurs successfully where there is a commitment from city leaders and community members, where there is a plan for paying for needed infrastructure, and where there is market demand. If these ingredients aren't present, new urban growth is extremely slow if it happens at all.

For those reasons, in 2010 the Metro Council adopted a policy to only expand the UGB into urban reserve areas that have been concept planned by a local government and that demonstrate readiness to be developed. In the current 2024 UGB cycle, the City of Sherwood is the only city that has prepared a concept plan and proposed a UGB expansion, and they have shown that these elements are in place. Sherwood's readiness for new urban growth provides an opportunity to address the regional land needs identified in the draft 2024 Urban Growth Report (UGR).

Consequently, Metro staff recommend that the Metro Council consider expanding the UGB to include the Sherwood West urban reserve. Staff further recommend that the Council consider placing conditions on this expansion to ensure that the land is used efficiently and will support regionally identified needs. These conditions could reinforce the City of Sherwood's concept plan for the expansion area by improving housing affordability and protecting industrial lands so that they produce well-paying jobs in the manufacturing sector.

The information that follows sets out the reasoning behind this recommendation and lays the groundwork for the Metro Council to consider potential conditions of approval.

ADAPTING AND IMPROVING OUR GROWTH MANAGEMENT PROCESS

Our region's deliberate approach to growth has paid dividends for people who call this region home by helping to maintain a unique connection to nature and a high quality of life. However, as the world changes, our approach to managing growth must change too. In response to evolving needs and conditions over the years, Metro and its partners have collaborated to make improvements to the urban growth management process such as:

- Working with our regional partners to identify designated urban reserves and rural reserves that provide certainty about where the UGB may or may not be expanded over the coming decades.
- Using a 'range' forecast to acknowledge that there is inherent uncertainty in estimating future growth over the next 20 years.
- Encouraging more timely housing and business development in UGB expansion areas by requiring that a local jurisdiction complete a concept plan for an urban reserve before the area is brought into the boundary.
- Providing grant funding to cities to support local concept planning and comprehensive planning efforts.
- Adopting a fast-track expansion process for adding large industrial sites to the UGB to respond to near term opportunities.
- Providing an off-cycle UGB amendment process to address unanticipated non-residential land needs such as those identified by school districts.
- Creating a mid-cycle UGB process to be responsive to city proposals for addressing unanticipated residential land needs between the designated 6-year scheduled approval process.
- Clearly specifying in Metro's Code the factors that cities must address in UGB expansion proposals.
- Completing a land exchange in 2023 that brought concept planned land within an urban reserve inside the UGB and removed unplanned land to ensure more of the land inside the UGB will produce housing.

- Continually improving technical analyses to reflect new practices, including how to forecast redevelopment potential and estimate current and future housing needs.
- Examining regional needs for industrial lands with specific site characteristics and applying that information to evaluate expansion proposals.
- As with the forecast, using a range of estimates to acknowledge the inherent uncertainty in predicting growth capacity within the UGB.
- Increasing transparency by convening the 2024 Urban Growth Report Roundtable, comprised of diverse expertise and interests.
- Elevating youth perspectives and building future leaders by convening a UGB Youth Cohort in 2024.

One of the characteristics that makes our region unique is our ability to collaborate and work together to adapt and modernize our systems to respond to changing conditions.

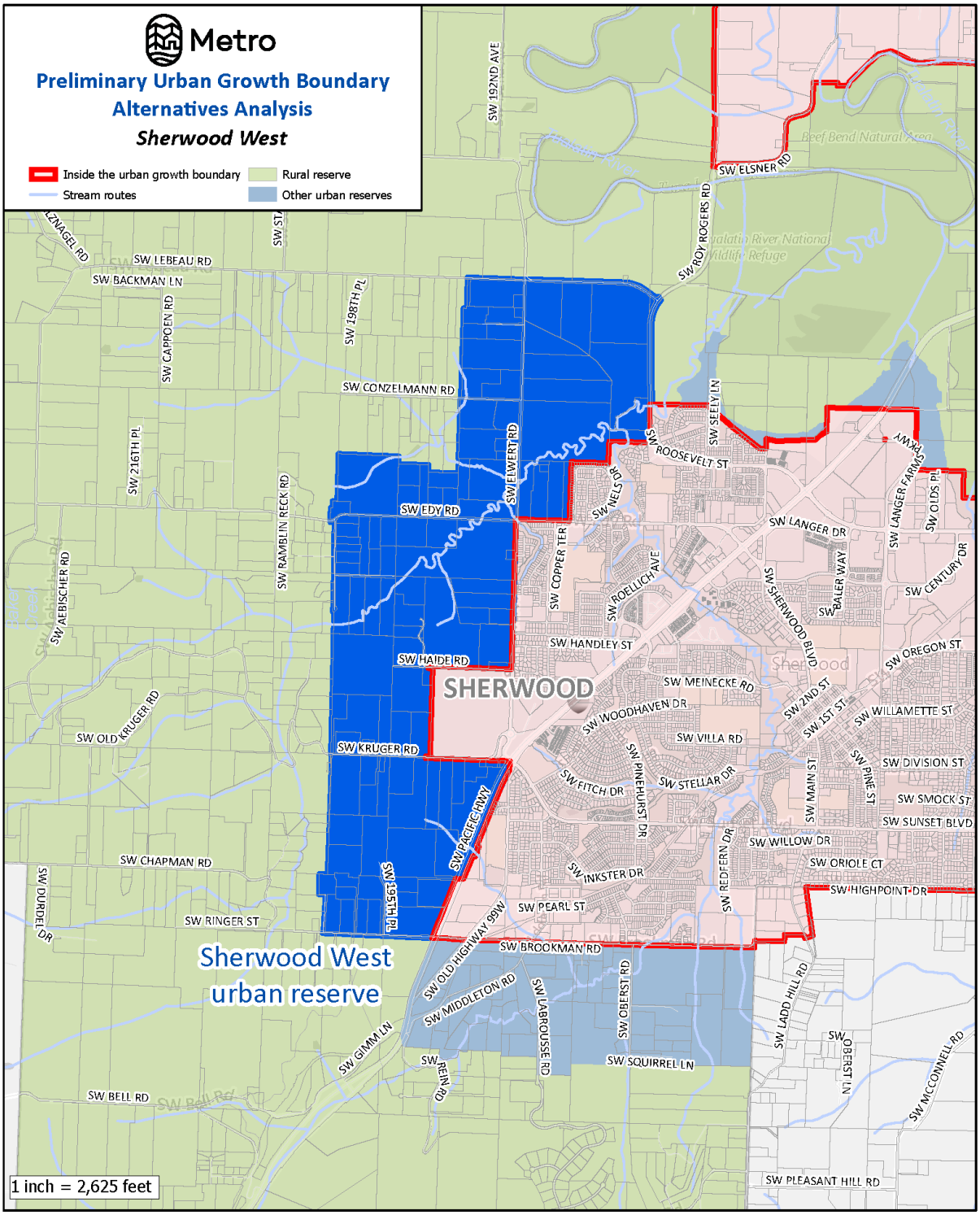
CITY OF SHERWOOD READINESS

Based on the draft 2024 Urban Growth Report (UGR) in addition to discussions at the Metro Council, MPAC, MTAC and the Urban Growth Report Roundtable as well as comments received during the public comment period, Metro staff believe there is a regional need to expand the UGB to provide more land for housing and job growth. Staff also encourage the Metro Council to set clear expectations for areas added to the boundary, so the expansion addresses not just local interests, but regional needs.

The City of Sherwood has completed extensive work to propose a UGB expansion for the Metro Council's consideration. The expansion proposal indicates that Sherwood is ready to take meaningful steps toward getting homes and businesses built in the proposed UGB expansion area. The Sherwood West Concept Plan includes proposed land uses to support up to approximately 5,500 housing units and 4,500 jobs. For those reasons, staff recommend that the Metro Council consider expanding the region's UGB to include the Sherwood West urban reserve.

Considerable work remains if the Metro Council chooses to add this area to the UGB. As part of this recommendation, staff encourage the Council to identify conditions ensuring that land added to the UGB will address a range of housing needs and provide industrial sites likely to attract family wage manufacturing jobs.

Figure 1: Recommended UGB expansion in the Sherwood West urban reserve



The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product.

The following pages of this report describe additional considerations that inform this staff recommendation.

THE REGION NEEDS MORE HOUSING OF ALL TYPES

It is well known that there is a national housing shortage, as well as housing shortages in Oregon and in the greater Portland region. This is reflected in housing prices and rents that remain high and in the growing number of people experiencing housing instability or houselessness. With the expectation that population growth will continue in our region – irrespective of the rate of that growth – we need more housing to be built.

The vitality of every community depends on having a diverse range of people from all backgrounds doing a broad range of work: teachers, contractors, daycare providers, nurses, and grocery store workers to name a few. As home prices rise and demand outstrips supply, we need to do more to provide housing opportunities for these essential workers in every community. Likewise, we need to provide housing options that suit people from all life stages: students seeking rental housing, growing families that need an additional bedroom, retirees seeking to downsize but remain in their community.

The primary question addressed by the Urban Growth Report is not just whether more housing is needed but whether there is enough space inside the existing UGB to meet that need. Land already available within the UGB provides opportunities for a diverse range of housing. The region's track record, as documented in the 2024 UGR, shows that there is considerable market demand for urban housing close to transit, services, and amenities. Recent statewide allowances for 'middle housing' such as townhouses and duplexes are producing results, and we expect that more of these housing options will be provided in the future.

The draft UGR also indicates that, depending on our assumptions about the future, there is potentially a need for additional land to meet the region's need for additional housing. As we consider bringing new areas into the UGB, we must make sure those areas will address the needs of a wide variety of households.

REGIONAL NEED FOR UGB EXPANSIONS FOR HOUSING

Under state law, the UGB can only be expanded when there is a demonstrated regional need for additional capacity to accommodate the next 20 years of forecasted growth. The analysis in the draft 2024 UGR's range of growth estimates shows that the Metro Council has the latitude to determine that a need for more land exists.

Housing capacity

The draft 2024 UGR describes a range of possible housing growth capacity currently available within the urban growth boundary. The specific amount of housing capacity available within that range depends on expected market conditions and development responses. Consistent with the recommendation to plan for the baseline forecast described in the following

paragraph, staff recommend capacity assumptions that fall within the middle of the ranges established in the draft 2024 UGR.

For the 2024 growth management decision, staff recommend that the Metro Council base their decision on a finding that there is capacity inside the UGB for 175,500 additional homes. Details about that assumed growth capacity can be found in Attachment 1 to this recommendation and in the draft 2024 UGR.

Household forecast and capture rate

As a basis for this growth management decision, staff recommend that the Metro Council plan for the baseline forecast for the seven-county Metropolitan Statistical Area (MSA) for the 2024 to 2044 period. The baseline forecast describes the most likely amount of growth for the region. This means planning for approximately 315,000 more people and 203,500 more households in the MSA.

The UGB "capture rate" is used to describe the share of seven-county household growth that is expected to occur in the Metro UGB. For discussion purposes, the draft 2024 UGR scenarios assumed a 70 percent UGB capture rate. Staff have heard partner opinions and share optimism that the region will regain its reputation as an attractive place to live and work. Staff therefore recommend that the Metro Council consider planning to accommodate slightly more than 70 percent of the MSA's household growth in the Metro UGB.

Notwithstanding recent declines after the pandemic-induced recession, this would represent a continuation of the historic upward trend in Metro's UGB capture rate for household growth. Adding the Sherwood West urban reserve to the UGB can provide a means of achieving this slightly higher capture rate by attracting household growth that may otherwise occur outside of the Metro UGB.

Staff recommend that the Council plan for 176,500 to 180,800 additional homes in the Metro UGB to meet current and future housing needs. Additional details about how those numbers are derived can be found in Attachment 1 and in the draft 2024 UGR.

Housing capacity deficits

Comparing UGB housing growth capacity (175,500 homes) and housing needs (176,500 to 180,800 additional homes) indicates a potential deficit of capacity for 1,000 to 5,300 homes. Additional details about those deficits can be found in Attachment 1.

Depending on the mix of housing it includes, the Sherwood West urban reserve could meet the range of identified regional housing capacity deficits. The adopted Sherwood West Concept Plan describes a range of 3,117 (9.2 dwelling units/acre) to 5,582 (16.4 dwelling units/acre) homes.

PLANNING FOR JOB GROWTH

Future job growth requires more workers to fill those jobs. This means that our job growth forecast should be generally consistent with our expectations for population growth. Consequently, as with population and household growth, staff recommend planning for the baseline employment forecast, which estimates the most likely growth scenario.

Today, there are approximately 1,261,200 jobs[1] in the seven-county MSA. Staff recommend planning for an increase of approximately 110,000 jobs, for a total of 1,371,400 jobs in the MSA by the year 2044.

Based on long-term trends, staff recommend planning for 75% of the new MSA-level jobs in the Metro UGB.[2] Today, there are approximately 996,600 jobs in the Metro UGB. By 2044, an additional 82,500 new jobs are anticipated, for a total of 1,079,000 jobs within the Metro UGB.

NEED FOR LARGE INDUSTRIAL SITES TO ACCOMMODATE HIGH-TECH MANUFACTURING GROWTH

Using the baseline employment forecast, the draft 2024 UGR identifies a surplus of 4,550 acres of industrial land in the region. However, as also explained in the draft UGR, most of the region's industrial land supply consists of smaller parcels with an average lot size of 3.8 acres and a median lot size of 1.7 acres. Although these smaller industrial spaces are in demand, they cannot serve the needs of the entire industrial market. The draft UGR describes a shortage of larger industrial sites for the expansion of existing businesses and recruitment of companies from outside the region; in particular, there is a lack of unconstrained parcels with relatively flat slopes and proximity to transportation facilities that could be aggregated into larger 50+ acre industrial sites.

The 2022 Oregon Semiconductor Taskforce Report identified a statewide need for four sites of 50 to 100 acres suitable for high tech manufacturers. As described in the draft UGR, the greater Portland region is the heart of the state's high-tech economy; however, the current regional inventory does not include enough industrial sites with characteristics that are suitable for addressing this need.

High tech manufacturing has become a major focus of incentive programs from the federal government designed to increase domestic production of critical technologies. Our region has significant competitive advantages in designing and manufacturing technologies to help adapt to and mitigate climate change and improve global connectivity. Staff analysis indicates that our region lacks enough available and unconstrained sites of sufficient size, slope, and proximity to

[1] These figures are for non-farm jobs because the task of growth management decisions is to estimate land need for urban uses.

[2] The draft 2024 UGR employment land demand analysis incorporates different UGB capture rates for different sectors. 75% is the historic UGB capture rate for the 1979-2022 period across all non-farm sectors.

existing transportation facilities and high-tech manufacturing clusters to allow for growth of these critical industries over the next 20 years. A lack of available sites would be a limiting factor in our region's ability to take advantage of historic incentives to support economic development.

Under Statewide Planning Goal 14, Metro is authorized to expand the UGB onto land that is suitable to meet a particular identified need based on specific site characteristics. Staff recommend that, based on the necessary site characteristics described above, the Metro Council address a need for two 50+ acre sites by expanding the UGB to include the mixed employment area in the north end of the Sherwood West concept plan. Staff further recommend that the Metro Council consider conditions of approval to protect these important large sites to help ensure that they will address the identified need.

ADDITIONAL LANDS TO SUPPORT COMMERCIAL JOB GROWTH

The draft 2024 UGR identified a baseline deficit of 320 buildable acres to support expected commercial job growth. Sherwood has included at least 135 acres for commercial employment in its concept plan. Staff recommend that the Metro Council address the commercial land need described in the UGR by expanding the UGB to include the Sherwood West urban reserve. The remaining deficit beyond that addressed by a potential expansion is within the margin of error for a long-range land need analysis. To the extent that there may be additional demand for commercial land, staff expect that demand would be addressed through additional redevelopment.

POTENTIAL UGB CONDITIONS OF APPROVAL

With the goal of expanding housing choices and reducing housing costs, protecting industrial sites, and continuously improving engagement for planning efforts, staff recommend that the Council consider conditions on the proposed UGB expansion. The bullets below provide suggestions for several topics that could be addressed by conditions of approval. Generally, these recommended conditions reinforce the work that the City of Sherwood has done in its Sherwood West Concept Plan. For example:

- In order to achieve a mix of housing types, the Metro Council could establish an expectation for a minimum number of homes. This could fall within the range proposed by the City of Sherwood's adopted Sherwood West Concept Plan (base density of 9.2 units per acre to a maximum density of 16.4 units per acre). The difference between these reflects the actualization of "missing middle" housing allowed by HB 2001 (2019). The city of Sherwood would determine housing mix details in their comprehensive planning process.
- The greater Portland region is in an affordable housing crisis. We need more housing options for people who make less than the region's median income (currently $116,900 for a family of four). Sherwood elected officials and staff have expressed an interest in

creating opportunities to live and work in their community. That will require us to work together to ensure housing affordability and not just leave it up to the market. The Metro Council could set out conditions to guide this work.

- Staff's recommendation to create and protect large industrial sites is intended to achieve widely shared goals to grow our region's high-tech manufacturing sectors. The Metro Council could consider specific goals or restrictions to make sure this happens.
- Creating inclusive communities means bringing a variety of perspectives into the planning process. Staff recommend a broad-based approach to community engagement that goes beyond collecting input from those who currently live near the expansion or those who have typically engaged in city planning – and include community members and Community Based Organizations representing historically marginalized groups. Staff also recommend inviting interested Tribes to engage in the city's planning processes.

ADDITIONAL RECOMMENDATIONS

Improve how we assess equity in growth management decisions

For many years, Metro has had the goal of addressing racial equity in its work, including urban growth management decisions. We've tried several approaches including:

- Using the Regional Equity Atlas to provide decision makers with contextual information.
- Requiring cities proposing expansions to describe how they are working to advance racial equity.
- When we've expanded the UGB, requiring and supporting cities in conducting broad-based community engagement for their comprehensive planning.
- Assessing equity outcomes in past UGB expansion areas.

In keeping with our tradition of always seeking to learn and do better, staff recommend that Metro Council direct staff to work with its advisory committees to identify possible amendments to Title 11 of the Urban Growth Management Functional Plan to require local governments to complete equity assessments when concept planning for new urban areas.

Consult with Tribes

Tribes are independent sovereigns with inherent powers of self-government and relationships with the U.S. government that derive from treaties, federal law and executive orders. These Federal-Tribal relations are political and do not derive from race or ethnicity. Treaties are listed among the elements that make up "the supreme law of the land" under Article VI of the U.S. Constitution.

The lands now known as the greater Portland metropolitan area are part of the aboriginal homelands, traditional use areas and trade networks of numerous Tribes. For millennia, Indian people resided throughout the Willamette Valley and along the Willamette and Columbia Rivers

and their tributaries in traditional villages, permanent communities and seasonal encampments. The relationship of Tribes, their lands and interests extend from time immemorial to the present day and beyond. Each Tribe's interests are distinct. These interests may overlap and intersect with the urban growth boundary in various ways.

Metro and other local governments need to do a better job of consulting with Tribes on growth management and land use issues that have the potential to impact tribal interests and priorities such as treaty rights, the protection of sensitive cultural resources, or enhancing the welfare of tribal members residing in urban areas off reservation. For that reason, staff recommend that Metro Council direct staff to work with interested Tribes, Metro's Tribal Affairs program and its advisory committees to identify possible amendments to Title 11 of the Urban Growth Management Functional Plan to require local governments to consult with Tribes when concept planning and comprehensive planning new urban areas. Staff also recommend that Metro identify opportunities to ensure and improve Metro's Urban Growth Report technical analyses are inclusive of relevant tribal priorities, expertise, and data sets.

Revise how we accounted for slopes on employment lands

Recent discussions at the UGR Roundtable and the Metro Policy Advisory Committee (MPAC) have raised questions about the assumptions staff make when inventorying buildable employment lands. We have heard questions about our assumed thresholds for steep slopes and whether some of those lands are viable for development.

Based on their professional expertise and review of other jurisdiction's work, Oregon Department of Land Conservation and Development staff have recently advised Metro to use a 10% slope threshold when inventorying buildable employment lands. Staff will revise the UGR analysis of employment land capacity to follow that advice. That revised analysis will be included in the final UGR presented for Metro Council adoption later this year.

Using this more conservative slope threshold does not change the analysis in the draft 2024 UGR that the baseline forecast indicates there is enough industrially-zoned land inside the UGB to match generally expected job growth, at least before assessing a more specific need for additional land with particular site characteristics. Most importantly, it doesn't change the fact that we collectively need to focus on the investments and actions necessary to make sure more of these employment lands are shovel-ready to capitalize on economic development opportunities. That includes necessary regional discussions about site aggregation, brownfield remediation, infrastructure financing, zoning changes, incentive programs and more.

Update the region's vision for its future

Our region had the foresight 30 years ago to adopt the region's Future Vision and 2040 Growth Concept. These long-range plans helped guide how greater Portland has responded to population growth in a way that reflects shared community values. The Growth Concept has

served us well and has positioned us to address the challenges of climate change and racial equity, but we know there's more work to be done to prepare for these and other future issues.

A lot has changed since the region adopted the Future Vision and the 2040 Growth Concept. Staff will bring a work program to Metro Council to renew the Future Vision and 2040 Growth Concept in Fall 2024. This work will help address many, though not all, topics and potential actions that came up while developing this urban growth management recommendation.

This work program should include an assessment of how these existing plans have performed for the region's residents: what has worked well or turned out as envisioned, and where there is still work to do or turned out differently from the vision. While we believe the fundamentals of the Vision and Growth Concept are still relevant, it is essential to demonstrate this through study.

Planning for 25 and 50 years in the future also requires understanding where today's trends may potentially take the region. The work program should include investigation of how climate change, demographics, technology, and other topics will change in the coming decades and how visioning can prepare the region to adapt to these shifts.

The updates of these long-range plans must also capture topic areas not currently addressed in the 1995 versions of these documents that are of greater importance and interest today. These include, but are not limited to: racial equity, climate resilience and adaptation, arts and culture, anti-displacement strategies, and Tribal relations. Updates must also address how Metro's purview has changed since 1995 to encompass major roles in the region's housing and parks and natural areas.

PUBLIC COMMENTS

Metro held a public comment period from the release of the draft UGR on July 9 through August 22. 349 survey responses were received during this period. We heard a variety of viewpoints about the draft Urban Growth report and the City of Sherwood's expansion proposal. Themes from comments about the expansion proposal include:

- Optimism about future growth potential, including the potential for a resurgence of high-tech manufacturing
- Interest in more housing and job opportunities in Sherwood, including housing choices for seniors, young families and other demographic groups
- Concern about the impacts of a potential UGB expansion on traffic, with the lack of transit options available in Sherwood
- Concern about impacts on farmland and agricultural activities
- Importance of housing affordability
- Concern about impacts on the environment and climate change
- Concern about impacts of new development on existing public infrastructure leading to tax increases for current residents
- Concern about potential impacts on schools

- Recommendation to use land within the UGB before expanding

We also received input about the methodology of the draft UGR. Themes include: suggestions for different approaches to the buildable land inventory, population projections, and density estimates.

These comments highlight the variety of issues that need to be balanced by the UGR. While this staff recommendation does not address every technical topic raised, it acknowledges that the UGR is a point-in-time document that seeks to balance interests and provide a reasonable range of estimates for the Metro Council to determine whether to expand the UGB and accept the City of Sherwood's proposal.

TIMELINE (SUBJECT TO CHANGE)

August 26, 2024:	Release COO recommendation
August 28, 2024:	MTAC discussion of COO recommendation and public comment themes
September 5, 2024:	Council work session on COO recommendations and public comment themes; (*full public comment summary provided at Council meeting*)
September 11, 2024:	MPAC discussion of COO recommendation and recommendations to Council; request any final MTAC advice
September 18, 2024:	MTAC advice to MPAC, if requested
September 19, 2024:	CORE recommendation to Council
September 25, 2024:	MPAC recommendation to Council
September 26, 2024:	Council holds public hearing on COO recommendations
October 8, 2024:	Council provides direction to staff at work session
November 21, 2024:	Council first reading of ordinance; public hearing
December 5, 2024:	Council second reading of ordinance; decision

ATTACHMENT 1: HOUSING CAPACITY, NEED, AND DEFICIT ASSUMPTION DETAILS

The tables below include specific numbers, but long-term estimates cannot be expressed this precisely. For that reason, the final totals are rounded to the nearest hundred.

Table 1: Recommended housing capacity assumptions (Metro UGB, 2024-2044)

	UGB Capacity Assumptions (number of homes)			
	single-detached	middle housing	multifamily	Total
Vacant land (larger mix of single-unit detached)	34,944	13,228	42,970	91,142
Redevelopment (Baseline)	12,292	11,727	24,382	48,400
Concept plan areas and planned development on vacant land	9,096	6,662	4,138	19,896
Other planned redevelopment	135	172	9,830	10,137
Office-to-residential conversion (baseline)	-	-	1,000	1,000
ADUs and middle housing conversion/infill (low)	-	4,955	-	4,955
Total UGB capacity (rounded)	**56,500**	**36,700**	**82,300**	**175,500**
Capacity housing mix	32%	21%	47%	100%

Table 2: Recommended Metro region current and future housing need assumptions (2024-2044)

7-county MSA baseline household growth (2024-2044)	203,530
Future household growth in Metro UGB (70% to 72% Metro UGB capture)	142,500 to 146,500
Add 5% vacancy rate (to convert future households to homes)	7,100 to 7,400
Subtotal of UGB future housing needs (number of homes)	149,600 to 153,900
Add current housing needs (underproduction, houselessness, 2nd and vacation rentals)	26,953
Total current and future UGB housing need (2024-2044, rounded)	176,500 to 180,800

Table 3: Metro UGB current and future housing need and deficit assuming 70% UGB capture

	UGB Housing Need at 70% UGB Capture			
	single-detached	middle housing	multifamily	Total
Future need: baseline forecast (see Table 1)	56,846	32,911	59,838	149,594
Units lost to 2nd and vacation homes	1,072	1,769	443	3,285
Historic underproduction	726	2,089	12,160	14,975
Households experiencing houselessness	-	40	8,653	8,693
Total Housing Need (rounded)	**58,600**	**36,800**	**81,100**	**176,500**
Needed housing mix	33%	21%	46%	100%
Total UGB capacity (rounded)	56,500	36,700	82,300	175,500
Deficits (rounded)	**(2,200)**	**(100)**	**1,200**	**(1,000)**

Table 4: Metro UGB current and future housing need and deficit assuming 72% UGB capture

	UGB Housing Need at 72% UGB Capture			
	single-detached	middle housing	multifamily	Total
Future need: baseline forecast (see Table 1)	58,470	33,851	61,547	153,868
Units lost to 2nd and vacation homes	1,072	1,769	443	3,285
Historic underproduction	726	2,089	12,160	14,975
Households experiencing houselessness	-	40	8,653	8,693
Total Housing Need (rounded)	**60,300**	**37,700**	**82,800**	**180,800**
Needed housing mix	33%	21%	46%	100%
Total UGB capacity (rounded)	56,500	36,700	82,300	175,500
Deficits (rounded)	**(3,800)**	**(1,000)**	**(500)**	**(5,300)**

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we've already crossed paths.

So, hello. We're Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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Materials following this page were distributed at the meeting.

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August 27, 2024

RE: Urban Growth Decision – Metro COO / Staff Recommendation and Conditions of Approval

Dear Chair Kehe and MTAC Members,

Thank you for the opportunity to review 2024 Urban Growth Decision COO / Staff Recommendation. The recommendation includes density references for Sherwood West that require clarification and correction.

- Pages 6 and 8 of the recommendation refer to a "base density" of 9.2 units per acre. The minimum density in the Sherwood West Concept Plan is 6.2 units per acre (Table 4, Sherwood West Concept Plan).
- The high-end density range of 16.4 units per acre would require 50% middle housing production in residential zones pursuant to HB 2001 (Table 4, Sherwood West Concept Plan). The plan indicates a realistic percentage is between 5 – 10% given current market conditions. The final density amount of middle housing will be determined through land use applications and building permits after planning for a minimum density has occurred.

The recommendation states that the Metro Council could choose to reinforce the Sherwood West Concept Plan by requiring a minimum density, ranging from 9.2 to 16.4 units per acre. Any condition of approval that requires a minimum density above 6.2 units per acre would no longer be reinforcing Sherwood's proposal but would be requiring a new minimum density.

Sherwood is concerned that requiring a minimum density that is materially higher than what was reviewed and approved by the Sherwood West TAC and CAC, Planning Commission, and City Council, would be contrary to Statewide Planning Goal 1 (Citizen Involvement). The Sherwood West Concept Plan satisfied Goal 1 through a robust 2-year planning process, culminating in unanimous approvals by the Sherwood Planning Commission and City Council. Any condition of approval

that modifies the plan and increases the minimum density has not been informed by robust community engagement with the Sherwood community.

Since requiring concept plans in 2010, Metro has never required a higher density than what was proposed by the local jurisdiction, with the exception of a 3 unit increase in Frog Pond and a 40 unit increase in With Hazel Village South. Both increases did not materially change the nature of the community being planned by the local jurisdiction. Attachment A shows how Sherwood West and the proposed conditions of approval compare to other recently approved concept plans.

Sincerely,

Eric Rutledge
Community Development Director
City of Sherwood

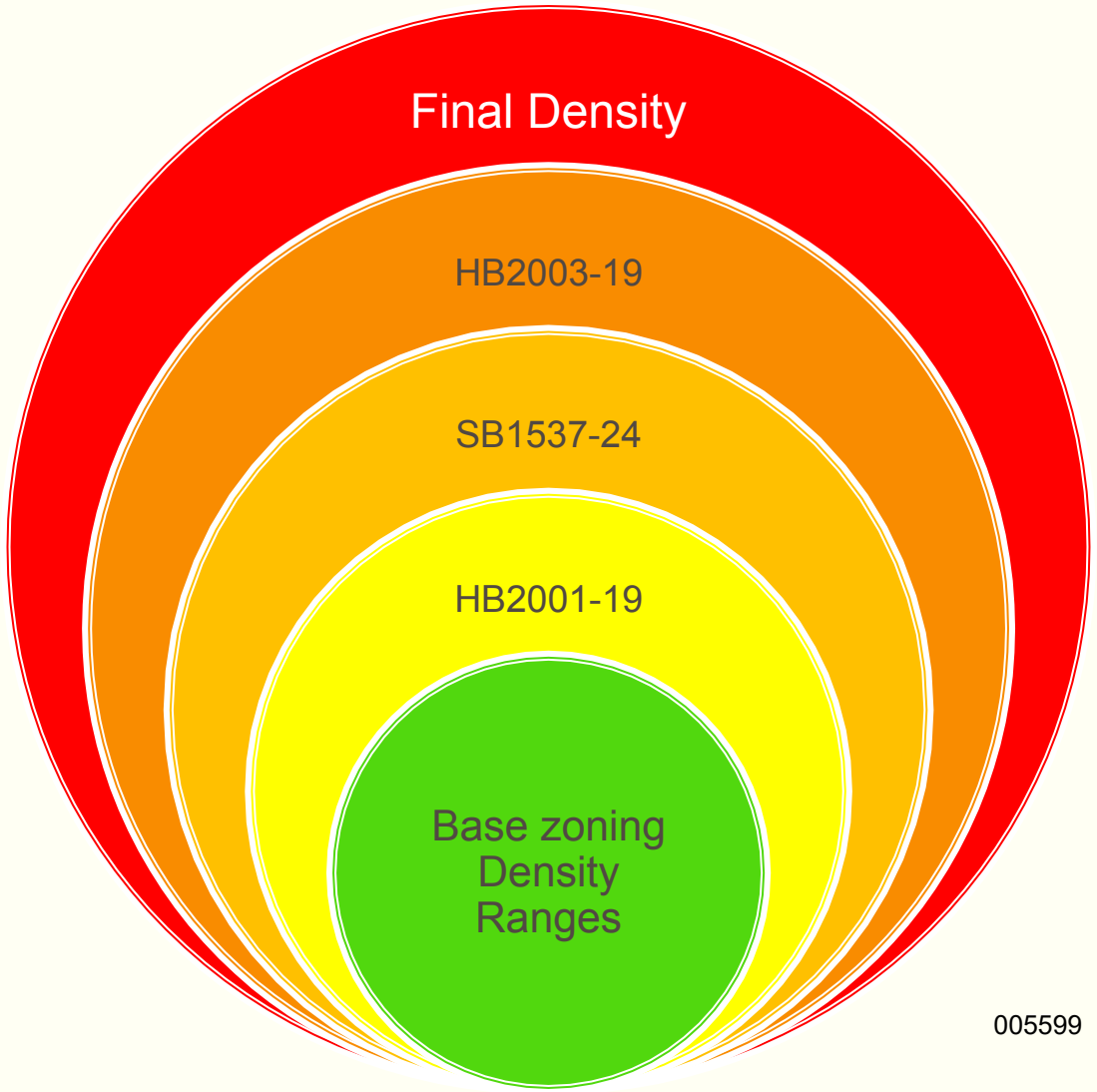
Attachments
A. Concept Plan Comparison
B. Legislative Impacts to Minimum Density
C. Detailed Table Clarifying Sherwood West Density and Impacts of HB 2001

2018 / 2023 UGB Expansions

Proposed Unit Count and Associated Conditions of Approval

	Proposed Units	COA
Frog Pond	1,322	1,325
Cooper Mountain	3,760	3,760
River Terrace	4,546	3,000
Witch Hazel Village South	810	850
Sherwood West	2,139	3,117 - 5,500

Planning Vs. Post Planning Regulatory Impacts



005599

Our future adopted comprehensive plan serves as the starting point for land use and development. However, state legislation such as HB 2001, HB 2003, and SB 1537 will inevitably increase density beyond what was originally planned.

- **HB 2001**: Allows for middle housing, boosting density in single-family zones.
- **HB 2003**: Requires housing strategies that meet affordability targets and may intensify density over time.
- **SB 1537**: Offers variances that can increase density, lot size, building height, reduced community space, etc..

These regulations inherently lift density, influencing long-term development beyond our original plans.

Sherwood Concept Plan – Post Planning Impacts

Sherwood West Concept Plan Expanded Housing Production Analysis

Zoning	Net Acres	Denisty Analysis		Housing Units Analysis						Housing Units with Potential HB2001 Impact					
		Units Per Acre		Housing Units						10%		20%		50%	
		Low	High	Low	%		High	%		Low	High	Low	High	Low	High
Multi-family	33	16.8	24	555	26%	44%	792	25%	43%	555	792	555	792	555	792
Middle Housing	16	5.5	11	88	4%	MF&HD	176	6%	MF&HD	88	176	88	176	88	176
Cottage Cluster	23	12.8	16	295	14%	Zones	368	12%	Zones	295	368	295	368	295	368
Med/High Density	23	5.5	11	126	6%	56%	253	8%	57%	139	279	152	311	190	406
Medium Density	102	5.6	8	571	27%	SFD	816	26%	SFD	693	990	815	1163	1180	1683
Low Density	144	3.5	5	504	24%	Zones	720	23%	Zones	706	1008	706	1296	1512	2160
Total	**341**			**2,139**			**3,125**			2476	3612	2610	4105	3820	5585
			Net Density:	**6.3**		**Net Density:**	**9.2**			7.3	10.6	7.7	12.0	11.2	16.4

The Sherwood Concept Plan sets baseline densities, but HB2001 will significantly increase units beyond these planned levels, especially in medium and low-density zones. The plan is a starting point, with post-planning regulatory impacts driving further density.

JOHNSON
ECONOMICS

August 28, 2024

MTAC
c/o Marie Miller

SUBJECT: Urban Growth Report Draft Comments

To Whom it May Concern:

I apologize that I was unable to share my comments during the 8/28 MTAC meeting due to a conflict but wanted to forward some comments based on my review to-date of the information. These comments reflect my position as an alternate representing private sector economic development organizations.

I have several concerns with the current iteration of the UGR.

- I consider the employment and population forecasts to be both overly pessimistic, and as a result understate the need for employment and residential capacity.
- For the employment forecasts, the rationale for the forecasts is extensively documented but the resulting forecasts are well below those generated by the State of Oregon Employment Department. I also am uncomfortable with the distribution of growth by sector, which has a substantive impact on the nature of employment land needs.
- The population growth estimates are partially driven by employment forecasts, and the modest employment forecast depresses the population forecast and associated need for residential capacity.
- The need for employment land is substantively impacted by the assumed work from home assumptions. We find these to be unreasonably high over the forecast period, and they directly decrease the demand for employment capacity within the UGB.
- The focus of the recommendations regarding employment capacity is on the need for large lot manufacturing capacity. I fully agree that this is a need, but manufacturers come with significant supply and distribution chains which require a range of space types.

The underlying growth forecast and assumptions all contribute to a reduced finding of employment capacity need. The State of Oregon allows jurisdictions to be aspirational in their future employment forecasts under Goal 9, and I believe we are far from aspirational in these forecasts. It is possible that the forecasts will prove to be correct, but there is also a risk that the prophecy is self-fulfilling. If you plan for negligible growth, you are more likely to achieve it. I believe the region should actively encourage economic expansion, and the draft UGR does not reflect this.

Sincerely,

Jerry Johnson
Principal

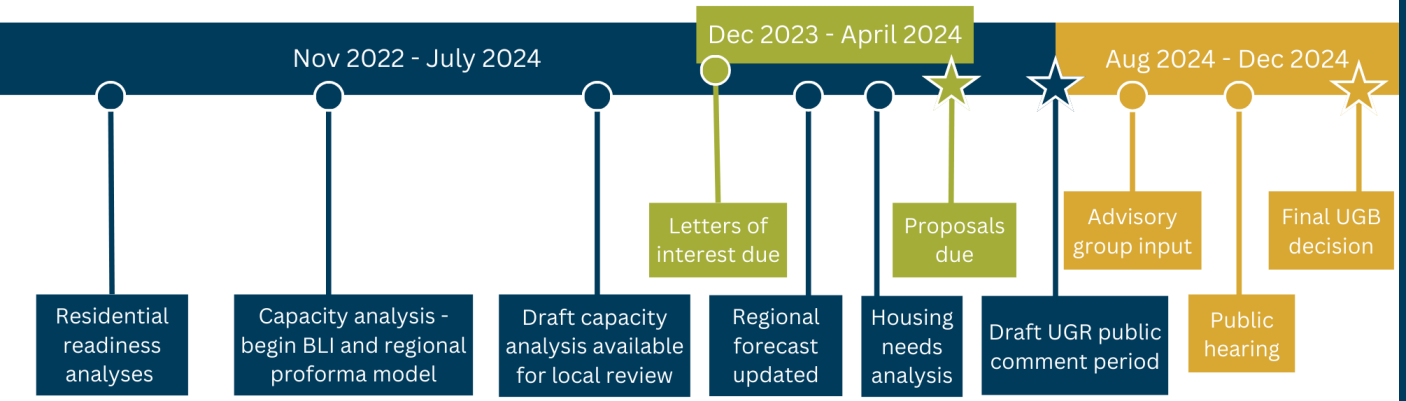
621 SW Alder, Suite 605 Portland, OR 97205 503/295-7832 503/295-1107(fax)

Urban growth management: COO/Staff Recommendations

MTAC
August 28, 2024

Project timeline

Technical work and analysis: Developing the urban growth report	City expansion proposals	Metro Council decision
• Buildable land inventory (BLI) • Regional forecast • Capacity analysis • Employment trends and site characteristics • Housing needs analysis • Residential readiness analyses • Draft urban growth report (UGR)	• Letters of interest • Expansion proposals *2040 planning and development grants available*	• Consider Metro staff and advisory group recommendations • Public hearings • Policy direction • Final decision



Engagement

- MTAC
- MPAC
- CORE
- Land Use Technical Advisory Group
- Jurisdictional outreach
- Urban growth report roundtable
- Youth cohort
- Interest group presentations

	July	August	September	October	November	December
Council	Discussion of draft Urban Growth Report *released July 9*	Public comment survey available until August 22 COO/Staff recommendation released August 26	**Public hearing** on COO/Staff recommendation	Council direction on intended decision	Council first reading; **public hearing**	**Council second reading; final decision**
MPAC			Discuss COO/Staff recommendation; *Recommendation to Council*			
MTAC			Discuss COO/Staff recommendation; *Recommendation to MPAC*			
CORE	Discussion with Sherwood staff		Discuss COO/Staff recommendation; *Recommendation to Council*			

Public comment survey themes

- Optimism about **future growth potential**
- Interest in **more housing and job opportunities** in Sherwood
- Importance of **housing affordability**
- **Housing choices** for seniors, young families and other demographic groups
- Impacts of a potential UGB expansion on **traffic,** due to lack of transit options in Sherwood
- Impacts on **farmland and agricultural activities**
- Impacts on the **environment and climate change**
- Impacts of new development on existing **public infrastructure**
- Use **land within the UGB** before expanding

Regional need for housing

- Forecast for 2024-2044
- Baseline UGB capacity: 175,500 homes
- Capture rate: 70% - 72% of growth forecast for the seven-county MSA
- UGB housing demand: 176,500 – 180,800 homes

Capacity gap range

- UGB housing capacity deficits: 1,000 – 5,300 homes

Table 4. Sherwood West Housing Estimates

	Density Range (Net)	Total Acres (Net)	*% of Residential Acres*	Total Housing Units (with % of Middle Housing in Neighborhood areas) 0% MH	10% MH	20% MH	50% MH
Multi-Family	16.8 to 24	33	*10%*	798	798	798	798
Middle Housing	5.5 to 11	16	*5%*	173	173	173	173
Cottage Cluster	12.8 to 16	23	*7%*	362	362	362	362
Med/High Density Nbhd	5.5 to 11	23	*7%*	248	279	311	406
Medium-Density Nbhd	5.6 to 8	102	*30%*	816	990	1,163	1,683
Low-Density Nbhd	3.5 to 5	144	*42%*	720	1,008	1,296	2,160
TOTAL		**340**	***100%***	**3,117**	**3,610**	**4,103**	**5,582**
Total Average Density				*9.2*	*10.6*	*12.1*	*16.4*
Total Average Density with Open Space				*7.8*	*9.0*	*10.3*	*13.9*

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Job growth

- Capture rate: 75% of jobs in the MSA
- Anticipating 82,500 new jobs by 2044 in the Metro UGB for a total of 1,079,000 jobs
- Sherwood West Concept Plan: Up to 4,500 jobs

Need for large industrial sites

- Current surplus of industrial land, however, at smaller sizes
  - Average lot size: 3.8 acres; Median lot size: 1.7 acres
- 2022 Oregon Semiconductor Taskforce Report
  - Statewide need for four sites of 50 – 100 acres suitable for high tech manufacturers

Recommendations: Sherwood West



Expand the UGB to include Sherwood West urban reserve

Conditions of approval

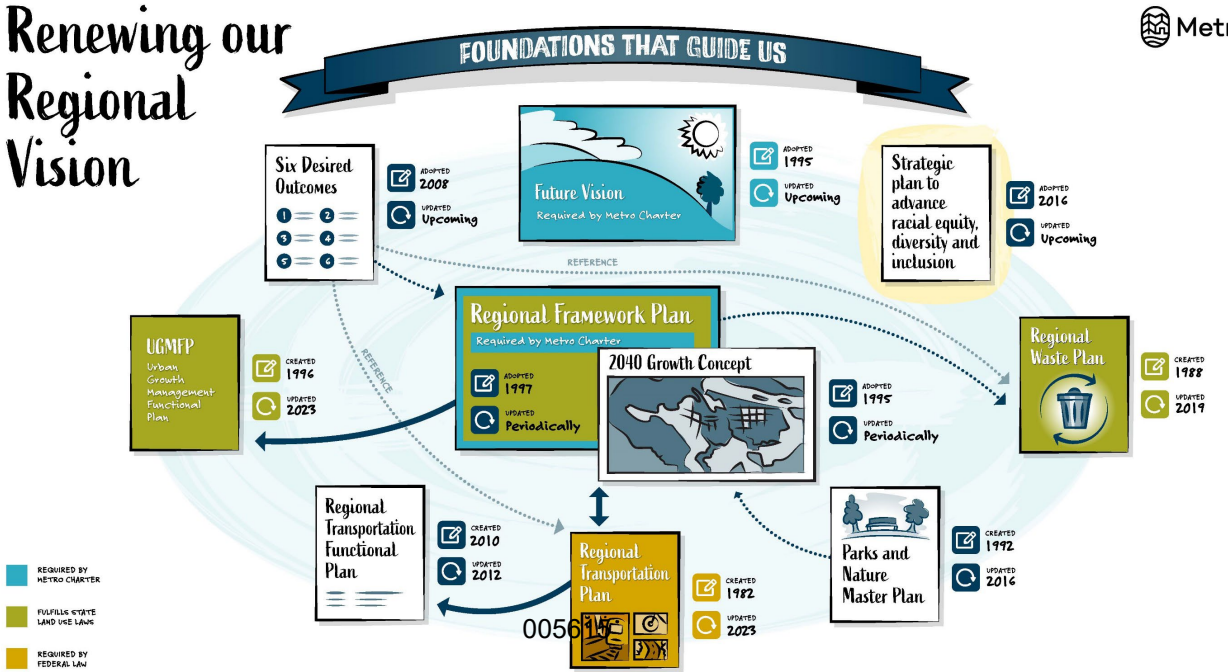
- Minimum number of housing units
- Housing affordability
- Protections for large industrial sites to grow the region’s high-tech manufacturing sector
- Broad based community engagement
- Tribal consultation

Additional recommendations

Revise how we accounted for slopes on employment lands

- DLCD advised Metro to use a 10% slope threshold when inventorying buildable employment lands

Update the region's vision for its future



Improve how we assess equity in growth management decisions

- Possible amendments to Title 11 of the Urban Growth Management Functional Plan to require local governments to complete equity assessments when concept planning for new urban areas

Consult with Tribes

- Staff to work with interested Tribes, Metro's Tribal Affairs program and its advisory committees to identify possible amendments to Title 11 of the Urban Growth Management Functional Plan to require local governments to consult with Tribes when concept planning and comprehensive planning new urban areas
- Identify opportunities to ensure and improve Metro's Urban Growth Report technical analyses are inclusive of relevant tribal priorities, expertise, and data sets

Questions?

Next steps

- Provide recommendation to MPAC at meeting on September 18th
  - Agree with recommendation to expand the UGB to include the Sherwood West urban reserve?
  - List of thoughts to share with MPAC on the topic areas for potential conditions of approval
- Meeting in person at Metro Regional Center

oregonmetro.gov



JOHNSON ECONOMICS

August 28, 2024

MTAC
c/o Marie Miller

SUBJECT: Urban Growth Report Draft Comments

To Whom it May Concern:

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Sincerely,



Jerry Johnson
Principal

621 SW Alder, Suite 605 Portland, OR 97205 503/295-7832 503/295-1107(fax)

City of Sherwood
22560 SW Pine St.
Sherwood, OR 97140
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www.sherwoodoregon.gov

Mayor
Tim Rosener

Council President
Kim Young

Councilors
Renee Brouse
Taylor Giles
Keith Mays
Doug Scott
Dan Standke

City Manager
Craig Sheldon

Assistant City Manager
Kristen Switzer

Metro Technical Advisory Committee
Metro
600 NE Grand Ave
Portland, OR 97232

August 27, 2024

RE: Urban Growth Decision – Metro COO / Staff Recommendation and Conditions of Approval

Dear Chair Kehe and MTAC Members,

Thank you for the opportunity to review 2024 Urban Growth Decision COO / Staff Recommendation. The recommendation includes density references for Sherwood West that require clarification and correction.

- Pages 6 and 8 of the recommendation refer to a "base density" of 9.2 units per acre. The minimum density in the Sherwood West Concept Plan is 6.2 units per acre (Table 4, Sherwood West Concept Plan).
- The high-end density range of 16.4 units per acre would require 50% middle housing production in residential zones pursuant to HB 2001 (Table 4, Sherwood West Concept Plan). The plan indicates a realistic percentage is between 5 – 10% given current market conditions. The final density amount of middle housing will be determined through land use applications and building permits after planning for a minimum density has occurred.

The recommendation states that the Metro Council could choose to reinforce the Sherwood West Concept Plan by requiring a minimum density, ranging from 9.2 to 16.4 units per acre. Any condition of approval that requires a minimum density above 6.2 units per acre would no longer be reinforcing Sherwood's proposal but would be requiring a new minimum density.

Sherwood is concerned that requiring a minimum density that is materially higher than what was reviewed and approved by the Sherwood West TAC and CAC, Planning Commission, and City Council, would be contrary to Statewide Planning Goal 1 (Citizen Involvement). The Sherwood West Concept Plan satisfied Goal 1 through a robust 2-year planning process, culminating in unanimous approvals by the Sherwood Planning Commission and City Council. Any condition of approval

that modifies the plan and increases the minimum density has not been informed by robust community engagement with the Sherwood community.

Since requiring concept plans in 2010, Metro has never required a higher density than what was proposed by the local jurisdiction, with the exception of a 3 unit increase in Frog Pond and a 40 unit increase in With Hazel Village South. Both increases did not materially change the nature of the community being planned by the local jurisdiction. Attachment A shows how Sherwood West and the proposed conditions of approval compare to other recently approved concept plans.

Sincerely,

Eric Rutledge
Community Development Director
City of Sherwood

Attachments
A. Concept Plan Comparison
B. Legislative Impacts to Minimum Density
C. Detailed Table Clarifying Sherwood West Density and Impacts of HB 2001

2018 / 2023 UGB Expansions

Proposed Unit Count and Associated Conditions of Approval

	Proposed Units	COA
Frog Pond	1,322	1,325
Cooper Mountain	3,760	3,760
River Terrace	4,546	3,000
Witch Hazel Village South	810	850
Sherwood West	2,139	3,117 - 5,500

Miriam Hanes

From: Kathy Gadinas <kathy.gadinas14@gmail.com>
Sent: Monday, August 26, 2024 8:20 PM
To: Metro 2040
Cc: sherwoodfarmalliance@gmail.com; mike@bolligerins.com
Subject: [External sender]OPPOSE Sherwood expansion of UGB

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

This household is very much opposed to expanding the Urban Growth Boundary in Sherwood.

According to the Metro's research, there is plenty of industrial land inside the existing UGB for another 20 years. We also have enough vacant land to accommodate new housing and jobs for years if it is planned and developed carefully.

We really enjoy living in Sherwood. It's a beautiful community and would hate to see all the agriculture disappear when it's not necessary.

Please don't expand the UGB.

Thank you.

Kathy Gadinas

To: Metro Council President Peterson
Metro Councilor Ashton Simpson, District 1
Metro Councilor Christine Lewis, District 2
Metro Councilor Gerritt Rosenthal, District 3
Metro Councilor Juan Carlos González, District 4
Metro Councilor Mary Nolan, District 5
Metro Councilor Duncan Hwang, District 6

CC: Marissa Madrigal, Chief Operating Officer, Metro
Kristin Dennis, Chief of Staff to Metro Council
Catherine Ciarlo, Director of Planning, Development and Research, Metro
Malu Wilkinson, Deputy Director of Planning, Development and Research Metro
Eryn Kehe, Land Use Manager, Metro
Ted Reid, Land Use Manager, Metro

August 23, 2024

1000 Friends of Oregon appreciates the opportunity to participate in the Urban Growth Stakeholders Roundtable, comment on the urban growth report, and partner with Metro on multiple areas of alignment such as unlocking more funding for critical infrastructure needs, addressing our housing affordability crisis, and bringing more mobility options for Oregonians in a 2025 transportation package.

The Metro Council has an opportunity to set the region up for success for generations to come if it uses one of its strengths: data-driven long-range land use planning. Strong land use planning invites a collective imagination to create the best future possible for all residents, ones that currently call the region home and ones that will call this region home. But the best future possible has always been, and will always be, under threat by a select few seeking to exploit the region's limited resources: whether it be our world-class soils, the water we drink, the air we breathe, or the health and ingenuity of our people.

1000 Friends of Oregon shares our 5 major takeaways for how to set our region up for success as you read the draft urban growth forecast:

1. Metro Council should focus on how to improve the quality of life for all residents now and into the future.

2. The region's natural resources and low weather extremes offer us a position of strength if Metro decides to steward them well.

3. The biggest bang for buck and the quickest way to regional success is to build upon our existing footprint, support our regional network of main streets, and restore the core.

4. Prepare for "Operational Efficiency" and protect people's livelihoods.

5. Raw land is the least of our issues when it comes to setting the region up for success. Land readiness on the other hand…

***

1. Metro Council should focus on how to improve the quality of life for all residents now and into the future. We must remember the entire purpose of good land use planning and community development: to enhance the health, safety, and well-being of all Oregonians. We lose sight of this purpose when conversations are reduced to debating the number of acres. Rather, we should focus on creating measurable and meaningful indicators for success to guide our land use decisions and the limited public and private dollars we have. The region's indicators for success should include:

> **Life Expectancy by Zip Code.** Zip codes still serve as an indicator for how long and how well someone lives in the greater Portland area. Someone's life expectancy in Multnomah County (79.40 years) is less than those living in Clackamas County (80.90 years) and even less than Washington County (82.60 years[1]). Metro Council and staff should be keenly aware of this discrepancy across counties and prioritize resources and staff efforts to help areas that have the lowest life expectancy in the region. Blue Zones research could guide Metro's policy and funding decisions to better understand how to improve life expectancy and quality of life for residents in the region.
>
> **Household Costs/Affordability**. The largest household expense for the average resident is housing. The second largest household expense is transportation. Utilities and food also appear as common expenses. Metro should make land use decisions to help cut down on these household expenses for the average resident. If Metro decides to allow urban growth boundary expansions for residential, industrial, and commercial land where the majority of residents are going to feel the need to drive everywhere,

[1] Robert Wood Johnson Foundation, Accessed August 2024. https://www.rwjf.org/en/insights/our-research/interactives/whereyouliveaffectshowlongyoulive.html

Metro has made a choice to increase the household costs for the average resident. Urban growth boundary expansions not only increase driving at the edge, but they draw away investments that could be made where people already live to increase their transportation options. If Metro decides to fund planning and infrastructure efforts that allow the majority of residents to walk, roll, and bike to where they need and want to be, Metro has made a choice to decrease the household costs for the average resident.

Number and Quality of Age Friendly Communities. As presented to the Urban Growth Stakeholders Roundtable, Oregon enjoys a significant number of residents who are older in age. As our residents age, their needs change. It's no longer easier to drive where they need to get to; incomes become fixed and possibly lower than where they were working full time; and their social and civic participation styles may change.

As the World Health Organization and AARP's Livable Communities note, "age-friendly communities are places where people of all ages [and abilities] feel supported and included, and where older people can age well[2]." Age-friendly communities include three major components: physical (e.g., housing, transportation, outdoor spaces, and amenities); social (e.g., civic representation and participation, community involvement); and service (e.g., health care, emergency response). To create age-friendly communities, the Metro Council and staff should support land use decisions, planning grants, and infrastructure requests that create walkable and rollable neighborhoods where people are able to age in place, get to where they need and want to go safely and on their own, and be connected with their community on their own terms[3]. Orenco Station is a great example of incorporating age-friendly principles into planning and development by combining residential and commercial uses alongside pedestrian, bicycle, and transit investments; in contrast, planning that results in commercial and industrial development with large parking lots requires residents to use automobiles to safely navigate the community and thereby fails to create an age-friendly community.

---

[2] AARP, Livable Communities, https://www.aarp.org/livable-communities/network-age-friendly-communities/

[3] Research demonstrates that placement in a nursing home/care facility drastically reduces the life expectancy for the individual. It also adds significant costs to the individual and any family members who may be paying for this change. A monthly rate for a studio in a housing facility that provides supervision or assistance with activities of daily living is approximately $6,161.91 for the Portland area (compared to the national average: $4,999.01 per month). https://www.newyorklife.com/resources/financial-calculators/costs-of-long-term-care

Number of Communities of Concern in EPA's Environmental Justice (EJ) Screen (or regional equivalent). The Metro Council and staff should be keenly aware of the number and location of communities who are burdened with environmental pollution, climate change risks, health disparities, and critical services gaps. Often, communities ranked in EJ screen are communities that are majority low-income, speak languages other than English, qualify for free and reduced lunch, and are people of color. Metro Council and staff should set a goal to have zero communities in the greater Portland area rank highly in the EJ Screen and develop policies and align investments to reach this goal. Metro Council and staff should reject urban growth boundary expansions and other investment strategies that draw resources away from investing in communities that rank highly in EJ screen.

2. The region's natural resources and low weather extremes offer us a position of strength if Metro decides to steward them well.

The greater Portland area is positioned to be an oasis of refuge from some of the most extreme negative impacts of climate change. This is a major advantage when drawing residents and businesses to the region (even noted by the private sector[4]). While we have much work to do to adapt to the changing conditions to protect the health and safety of residents, the Pacific Northwest is rated as one of the most climate resilient areas in the United States.

Metro Council and staff should build upon our unique position by stewarding our natural resources not just through voter-approved parks and nature bond measures, but through its regulatory authority in its land use decisions. For example, development that does not require high-nutrient soils should not be permitted on these soils[5]. Likewise, Metro Council and staff should coordinate with other natural resource agencies (Soil and Water Conservation Districts, Department of Agriculture, Department of Fish & Wildfire, etc.) to develop a clear, streamlined approach toward monitoring the quantity and quality of our water sources and air sheds. Each of these water sources and air sheds have carrying capacity limits (recognized in Land Use

[4] Visit Quicken Loans for an example of how Portland, Oregon's environmental stewardship and temperate climate risks are used to guide private investment. https://www.quickenloans.com/learn/best-places-to-climate-change

[5] Oregon's own Climate Action Commission has recommended "no net-loss" policy for high-quality farmland to reach our climate mitigation and resilience goals. Institute for Natural Resources at Oregon State University for the Oregon Global Warming Commission. September 26, 2023. https://static1.squarespace.com/static/59c554e0f09ca40655ea6eb0/t/6578da822755f905770c5901/1702419079574/2023-Natural-Working-Lands-Report.pdf

Planning Goal 6). Urban growth expansions should consider the carrying capacity of water resources and airsheds in order to assess and guide growth in the region. For example, if one company within an airshed applies and is awarded a permit to emit carbon monoxide to the top of the allowable limit for the entire airshed, Metro Council and staff must include that information in guiding growth away from that airshed to protect the health of residents and help businesses avoid violations of, at minimum, Clean Air Act and/or Land Use Planning Goal 6.

3. The biggest bang for buck and the quickest way to regional success is to build upon our existing footprint, support our regional network of main streets, and restore the core.

Metro Council and staff must ensure the region contributes to addressing the housing production shortfall and the affordability crisis through a holistic approach (remembering the indicators for successful quality of life including household cost/affordability). Building at the edges won't set the region up for success. And, Metro Council and staff should reject any attempt to expand the boundary or use limited public dollars without any element of guaranteed affordable housing.

We have a limited number of dollars for infrastructure, limited amount of labor for construction, and limited materials for construction. We urge Metro to prioritize developers and/or local jurisdictions who are building partnerships around transformative, catalytic (re)developments as part of holistic land use planning. Some notable opportunities to invest in our existing footprint, support our regional network of main streets, and restore the core include but are not limited to:

(Re)Development	**# of Homes (Est.)**	**Climate Friendly Area? (Y/N)**	**Guaranteed Affordability Component? (Y/N)**
Lloyd Center	5000	Y	Y
Broadway Corridor	2500	Y	Y
OMSI Revitalization District	900	Y	Y
Albina Vision Trust	1100	Y	Y
Hayden Island/Jantzen Beach (I-5 Bridge Corridor)	2000	Y (with light rail and complete street investments)	Y

Rockwood	TBD	TBD	TBD
Jade District	TBD	Y	Y
Gateway	TBD		
Hillsboro's Block 67	269	Y	Y (if the City of Hillsboro allows for affordable housing)
Willamette Falls Revitalization (West Linn and Oregon City's McLoughlin Blvd Enhancements)	TBD	TBD	TBD
122nd and Stark	TBD	TBD	TBD

4. Prepare for "Operational Efficiency" and protect people's livelihoods.

As we enter an era of mainstream artificial intelligence, more jobs in more sectors of our economy are vulnerable to automation. From manufacturing to advertising, the future is uncertain. To bring more certainty to residents and to be ready for changing technology and economic sectors, Metro and local jurisdictions must prioritize quality of life for its residents over company profits as an indicator for success. In doing so, the Metro Council and staff must be surgical about allowing any expansions for industrial lands and requiring enforceable, specific conditions on any industrial lands to create lasting high-quality jobs for residents and minimize the probability and impacts from mass layoffs due to automation and/or outsourcing.

If the Metro Council allows industrial developers to pave over our working lands for robots, residents lose their ability to provide for themselves, their families, and contribute to the region through their employment. Our region has suffered from broad definitions of industrial lands that do not result in development that brings high-quality jobs for residents. Instead, it adds a patchwork of uses: from gas stations to big-box chain retail stores to strip malls to truck stops. Our region has suffered from our lack of discipline to protect our existing industrial lands for development that can bring high-quality jobs, especially manufacturing jobs. While we still have a reported surplus of industrial lands, now is the time to protect them with specific, enforceable conditions on any industrial lands in our region.

5. Raw land is the least of our issues when it comes to setting the region up for success. Land readiness on the other hand…

The urban growth report's forecast includes a very optimistic outlook on utilizing vacant office buildings and land throughout the region, notably downtown Portland. We also see vacant or nearly vacant office parks and retail areas and their accompanying large swaths of empty parking lots throughout the region. Metro should focus its policy choices and investments on (re)developing and revitalizing these areas; they already have infrastructure in place and are located in existing communities. Recent layoffs by large international corporations illustrate that worldwide business cycles and other factors influence investment decisions, not land supply.

Even with the optimistic and arguably inflated job growth forecast, the urban growth report notes there is a surplus of industrial land even assuming the high growth scenario. We have heard for well over a decade that land readiness - bringing land to Tier 1 - is a main challenge for local jurisdictions. We also know that multiple cities and towns are faced with budget issues, whether it's structural budget deficits like Washington County and City of Portland or whether it's smaller towns that are seeking a larger revenue base like the City of Sherwood.

1000 Friends of Oregon understands and sympathizes with the funding and financing challenges local jurisdictions face when bringing land to Tier 1 readiness and maintaining this infrastructure. It's a motivating force behind our advocacy to work with our statewide membership to secure infrastructure dollars for housing construction (SB 1530 (2024), Senator Kayse Jama; HB 4134 (2024), Representatives Elmer, Gomberg, and Helfrich; and a housing project revolving loan fund (championed for multiple sessions by State Representative Pam Marsh), and to bring main street revitalization funds to towns across Oregon, especially for smaller jurisdictions.

What we know is that adding raw land doesn't pencil for local jurisdictions. What may seem like a revenue boon comes with newer, significant expenses: brand new sewer, water, fiber optic cables, roads, lighting. Suddenly, the city is back in the same predicament it started in: budget shortfalls. We are committed to working with cities and towns on real solutions to funding and financing for land readiness and core public services that are paramount to enhancing our quality of life for all Oregonians. We hope we can count on Metro's leadership to daylight the real problems and real solutions to this challenge.

***

We appreciate Metro Council and staff's time in assembling the draft urban growth report's forecasts, presenting to multiple stakeholder groups, and offering an open line of communication throughout the process. None of us know what the future holds in store; tomorrow is just a rumor after all. But, 1000 Friends of Oregon is committed to working with our statewide membership to choose land conservation and development approaches - policy decisions and funding and financing strategies - to create a future that we are proud and excited to live in.

We are available to meet Metro Council and staff to discuss these key takeaways. We are also happy to host Metro Council or staff in meetings with our partner organizations who are committed to creating a better future for all residents, now and into the future.

Sincerely,



Samuel Diaz
Executive Director

Miriam Hanes

From: Eryn Kehe
Sent: Friday, August 23, 2024 10:43 AM
To: Miriam Hanes
Subject: FW: [External sender]5 Takeaways on Draft Urban Growth Forecast from 1000 Friends of Oregon
Attachments: 2024 August - 1000 Friends of Oregon Comment on Metro's Draft Urban Growth Forecasts.pdf

We can accept this late.

Eryn Deeming Kehe, AICP | Metro | Urban Policy and Development Manager
My gender pronouns: she her, hers | 503-758-4172

From: Sam Diaz <sam@friends.org>
Sent: Friday, August 23, 2024 10:39 AM
To: Marissa Madrigal <Marissa.Madrigal@oregonmetro.gov>; Kristin Dennis <Kristin.Dennis@oregonmetro.gov>; Catherine Ciarlo <Catherine.Ciarlo@oregonmetro.gov>; Malu Wilkinson <Malu.Wilkinson@oregonmetro.gov>; Eryn Kehe <Eryn.Kehe@oregonmetro.gov>; Ted Reid <Ted.Reid@oregonmetro.gov>
Cc: Mary Kyle McCurdy <mkm@friends.org>
Subject: [External sender]5 Takeaways on Draft Urban Growth Forecast from 1000 Friends of Oregon

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good morning and happy Friday Marissa, Kristin, Catherine, Malu, Eryn, and Ted,

I wanted to personally send you 1000 Friends of Oregon's 5 takeaways on the draft urban growth forecast. I've been told the urban growth report isn't a policy decision by itself, but may be used to inform future policy and funding decisions. We hope these 5 takeaways can be helpful in shaping actions to create the best future possible for residents of our region.

More than happy to head to Metro or have you here at the 1000 Friends of Oregon office to chat through these takeaways and hear your perspective. Just let me know if you'd like to schedule something.

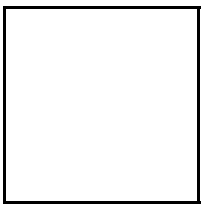
Thanks so much for your service.

Sincerely,
Sam Diaz
Executive Director

1000 Friends of Oregon
Pronouns: he/him

Office: (503) 497-1000 x125

Direct: (503) 694-3892



Support a beautiful, bountiful Oregon for generations to come…*join us today*!

Peter Foster

19800 SW Kruger Road

Sherwood, Oregon, 97140

peterfoster@prodigalsons.farm

8.22.2024

Metro Council

600 NE Grand Ave

Portland, OR 97232

Dear Metro Council Members,

I am writing to advocate for the inclusion of all land currently designated in the Sherwood West Growth Plan as proposed by the City, to ensure the future success of the City and the greater Community. The Sherwood West Plan is a good plan and the City's "control of the narrative" will be lost if the Plan is piecemealed in phases. We have strong interest in growth that will support diverse ranges of people who wish to live and work in our community. Sustainable growth, as championed by conservationists like myself, offers far more advantages to our community than no growth at all. History has shown us that the key to a prosperous society is not in stagnation, but in the careful and responsible use of our resources to meet the needs of the many and not just the few.

Our Project, Prodigal Sons, consists of a 'single farm restaurant' that will feed people locally, provide jobs and unique living opportunities, unlike grass seed and single crop export farmers. We have been diligently working with the City of Sherwood and the High school Ag and Culinary programs with intent to provide career opportunities and real-world skill development to the students. There are two types of landowners in our area. The first type are focused on growth opportunities and plan comprehension. The second type champion land preservation now that they built their homes where forest and farms used to be and dislike the middle and lower income folks in general.

Recently we have heard disturbing news that there is opposition to growth from several organized groups. As fact, the massive commercial farms with the most capital are not friends of Oregon's environment and financial future...

Organizations like Thousand Friends of Oregon, while well-intentioned in their efforts to preserve natural spaces, often fail to recognize the real-world impact of their policies on ordinary Oregonians. Their stance is reminiscent of Henry Thoreau's philosophy of naturalism—a perspective that prioritizes untouched wilderness over the needs of people, especially those of middle and lower incomes. Unfortunately, this approach is detrimental to the economy, creating a situation where "the few with the most" exert influence to protect their estate views at the expense of working and poor families who need affordable housing and job opportunities. If Metro is convinced not to act due to well organized and well-funded opposition groups representing s small percentage of the population, there will be no meaningful growth in Sherwood for many years to come and the fallout will be your (Metro's) failure because of wealthy numby influence.

Sherwood is a growing community with real needs. Leaving developable and well-planned land undeveloped in the name of preservation benefits a select few, but it does nothing to help the people of Sherwood diversify and thrive. Instead, we need to focus on sustainable development that balances environmental responsibility with economic growth. Responsible housing, jobs and infrastructure supports our town by allowing future generations to thrive in the area. At present, our next generation can't afford to live here and don't have enough local jobs here.

I urge Metro to consider the long-term benefits of sustainable growth over the short-term appeal of leaving land wild. Just as Roosevelt and Pinchot understood the value of managing natural resources for the benefit of all, we must adopt policies that ensure the land serves the people of Sherwood—not just those who can afford to prioritize untouched nature over community needs. The Sherwood West concept plan addresses that in a most impressive way.

Additionally, if City Council is given unfavorable conditions that stalemates the entire ask of the Urban Growth Management Decision, they could potentially withdraw and fail to have served

our community. Most will likely not be in service many years from now anyway. The application process is too costly. We would have to start the process all over again. By the time interest returns, if at all, and sites are permitted and built it will have been 8 years. Hopefully this letter gets into the right hands and Sherwood will maintain trajectory towards becoming one of Oregon's most desired places to live, for all, not just the few.

I look forward to your consideration of this critical issue and am confident that with timely and fair stewardship, we can create a future where Sherwood thrives economically, socially, and environmentally.

Thank you for your time and attention.

Sincerely,

Peter C. Foster

Owner
Memoirs LLC
55 Merchant Street, Suite 20
Honolulu, HI. 96813
memoirshawaii.com

Managing Partner
Prodigal Sons LLC
19800 SW Kruger Road
Sherwood, OR. 97140
prodigalsons.farm

c. 808.232.8504
o. 808 744 1885

Miriam Hanes

From: Peter Foster <peterfoster@prodigalsons.farm>
Sent: Friday, August 23, 2024 11:32 AM
To: Metro 2040
Subject: [External sender]Urgent. Please Read
Attachments: Final Letter to Metro.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Peter Foster

19800 SW Kruger Road

Sherwood, Oregon, 97140

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Sherwood, OR. 97140
prodigalsons.farm

c. 808.232.8504
o. 808 744 1885

Miriam Hanes

From: Michelle Christian <stellamkc@aol.com>
Sent: Thursday, August 22, 2024 6:00 PM
To: Metro 2040
Cc: sherwoodfarmalliance@gmail.com
Subject: [External sender]Oppose Sherwood West Growth Plan

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely, Brent and Michelle Christian

21581 SE Kruger Rd

Sent from my iPhone

CLACKAMAS COUNTY

PLANNING & ZONING

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DEVELOPMENT SERVICES BUILDING
150 BEAVERCREEK ROAD OREGON CITY, OR 97045

TO: Metro Urban Growth Management Team, via email (2040@oregonmetro.gov)

FROM: Clackamas County Planning Staff

RE: Technical Letter of Comment Regarding the Draft 2024 Urban Growth Report

DATE: August 22, 2024

Thank you for the opportunity to comment on the Draft 2024 Urban Growth Report (UGR). We appreciate your efforts to coordinate with our team and the many conversations you have convened in developing this report.

In addition to the Clackamas County Board's letter of comment, our technical staff would like to submit to the record the below concerns, questions and requests.

First, as raised at MTAC, it is difficult to determine how the calculations were made between the appendices and the draft UGR. We request that you provide a clearer record of computation in calculating the formal figures that are the basis for tables in the UGR.

For example, Table 9, *Summary of residential growth capacity inside the UGB by housing type* (page 32) shows "low", "mid", and "high" capacity numbers for single-unit detached, middle housing, and multifamily housing types. But the note to the table says that these capacity numbers should not be totaled, "for instance, adding up high capacity for each housing type", so it is unclear how we know how much capacity exists in the UGB and how these numbers should be used to compare capacity to the projected need. While Metro staff has provided, via email, some clarity to how the numbers in this table were calculated, it remains unclear how this table relates to Table 15 (page 40) in which the expected need is compared to some amount of capacity in each of the scenarios. To that end, additional data in an appendix that clearly walks a reader through these calculations should be provided; this would not only be helpful for reviewers, but it would also lead to more confidence in the summaries and options presented in the UGR.

Buildable Lands Inventory:

- Our team would like to thank Metro Staff and Johnson Economics for the creation of the Predictive Redevelopment Model to create a supply side response to key market parameters for anticipated development and redevelopment activity (Appendix 2, Attachment A). This is an innovative resource that is working to provide one of the missing pieces of the puzzle in matching land use with the redevelopment aspects of buildable land. That said, we do have some questions about the assumptions for redevelopment. One concern is that the proforma indicates that much of our "naturally occurring" affordable housing, such as manufactured home parks and older existing apartments will be re-developed. We are concerned that some of the assumptions may not support the retention of these critical assets, thereby leading to displacement, and also may incorrectly influence the capacity estimates.

Housing Needs Analysis:

- Data on housing underproduction show inconsistencies. In 2021, ECO Northwest conducted a study, Implementing a Regional Housing Needs Analysis Methodology in Oregon that estimated housing underproduction in the Portland Metro region to be 59,488 units (Exhibit 18, p. 35). In the draft UGR, however, the estimate for housing underproduction is estimated to be 15,000 (Table 10, p. 33). Metro Staff provide a thorough methodology for calculating underproduction (Appendix 8A, p. 4), but the UGR and accompanying appendices do not provide an explanation for this discrepancy. Further, it would be helpful to have a record of specific inputs and calculations that result in the figures listed in Table 10 on p. 33 in the UGR.
- There is detailed information about the total new housing units needed in the Metro UGB by housing type (Table 14, p. 37) but there is no equity analysis in the UGR or Appendices 8 or 8A that provide a clear understanding of who the proposed housing units in Sherwood West are going to serve or how these new housing units will be used to accommodate those working in the hospitality sector of the proposed expansion area.
- Slope requirements may not equate to affordable housing. Site design and assembly adds considerable cost and discourages a site's likelihood for affordability when entering the market after construction. Further scrutiny and discussion on housing mix, particularly aspects of its affordability, should be determined and clarified in the final UGR.

Employment Land:

- Provide a clearer understanding of how slope requirements affect buildable land inventory. If slope requirements are at 7%, that would decrease buildable industrial land from 6,000 acres to 4,700 acres inside the UGB, on aggregate. If we are planning for high growth, this would change a 750-acre aggregate surplus into a 550-acre aggregate deficit (Table 19; p. 54 of draft UGR).
- Discussion on transportation and transit investment is almost completely missing in the report and accompanying Appendices; this must be developed and included in the UGR. Currently, there are no transit options in the proposed expansion area, and the closest bus in service is 2 miles away from Sherwood West. Addressing infrastructure needs and investment is critical for growth in the region.
- There may be a mismatch in what is presented in the Buildable Land Inventory (Figure 23; p. 55; Appendix 6) and what is desired when considering market factors. The current analysis presents Tier 3 land that is a minimum of 30 months from being development ready. Also noted in the UGR is that the average industrial parcel size is 3.8 acres, with a median industrial parcel size of 1.7 acres. Market factors indicate firms seek parcels that are a minimum of 5 acres and Tier 2 readiness (developable in 7 to 30 months or less). It would be useful for the analysis to break down data even further, describing the amount of land that is at least 5 acres and at least Tier 2 in readiness.

Capacity Analysis:

- Capacity allocated to unincorporated Clackamas County includes several areas that will not urbanize and develop at expected densities unless annexed into a city. Based on conversation with Metro staff, we understand that urban levels of capacity that are within the City of Happy Valley's North Carver/Pleasant Valley Plan area and planned areas outside of Oregon City are

included in the unincorporated county totals if the lands have not yet annexed to the respective cities. While staff also understands that this capacity is included as part of regional capacity for the purposes of assessing the regional urban growth boundary, we have several concerns about including this capacity in the unincorporated totals versus the cities where this urban development would happen.

a. County staff raised this issue several times throughout the development of the draft UGR and was assured that it would be addressed or at least acknowledged. Based on out reading of the draft UGR and associated appendices, it is neither addressed nor acknowledged.

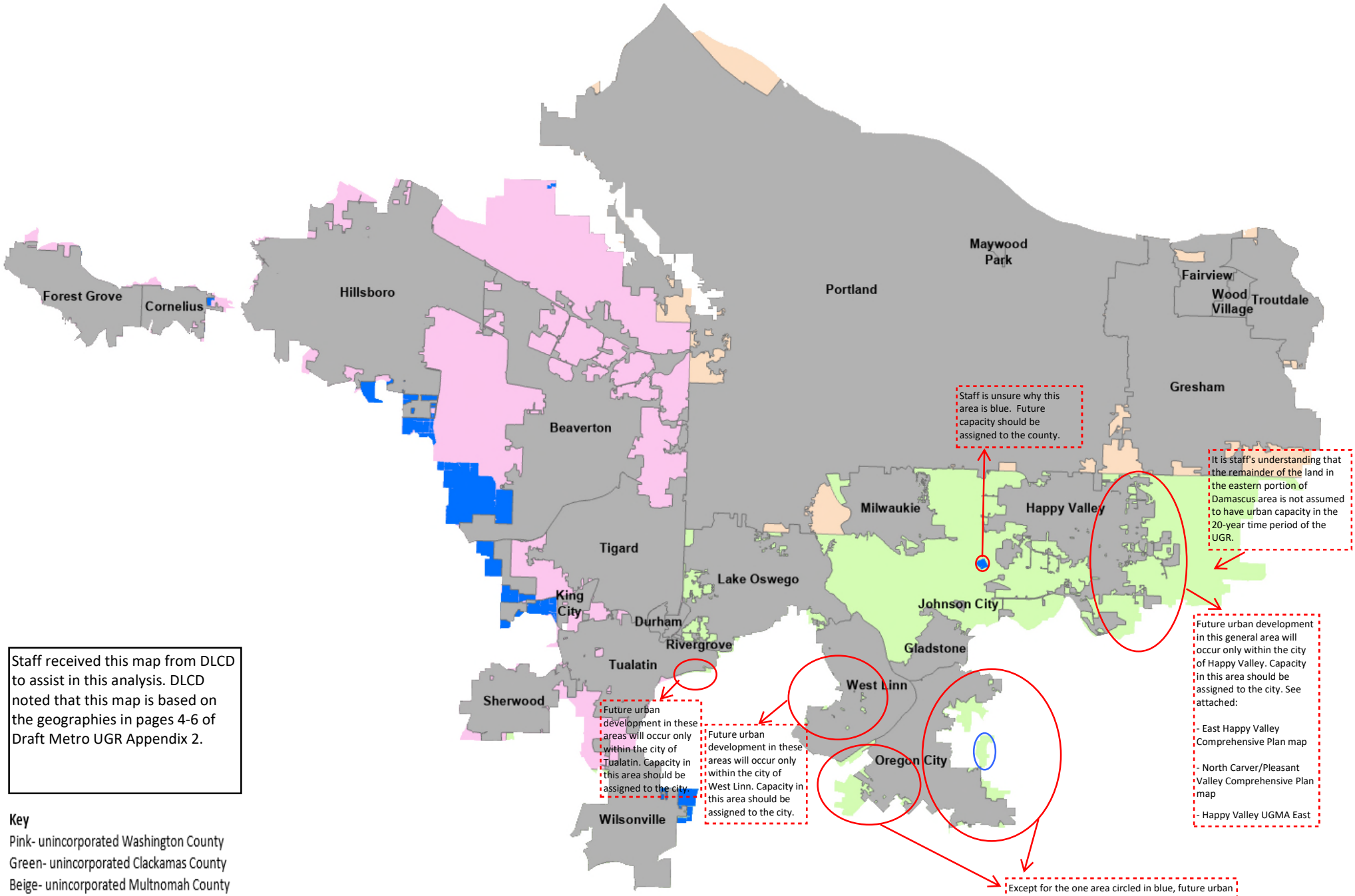
b. The urban unincorporated land (UUL) within the Metro UGB will be allocated housing targets under the new Oregon Housing Needs Analysis (OHNA) rules. Specifically, it appears from initial drafts of the OHNA methodology for allocating housing production targets, that the state will by relying on Metro's capacity analyses and ultimately Metro's distributed forecast for these housing production allocations. It is county staff's understanding that Metro's distributed forecast is at least partially based on these capacity numbers. Therefore, it is imperative that the capacity is "assigned" to the correct jurisdiction.

c. To that end, county staff has attached several maps to this letter to help Metro identify where future capacity numbers should be assigned and is happy to work with Metro staff to resolve this issue.

- The capacity analysis also overestimates capacity allocated to residential development and underestimates capacity for commercial development in some areas identified as having "mixed use", which county staff understands to mean zoning that would allow for both residential and commercial development. Specifically, in areas along McLoughlin Blvd in Clackamas County – in which the general commercial zoning also allows fairly high-density housing - it is assumed development of buildable lands will be 95% residential and 5% commercial. Little to no residential development has occurred in this location in the last several decades despite housing being allowed by zoning.

We acknowledge that completing these analyses for the region are challenging, especially in this time of constant change in housing and employment markets and new rules coming down from the state. We appreciate Metro's efforts to create an analysis that is more nuanced and market-based, rather than the simpler demand versus supply numbers that have been used in past reports, and we recognize that this approach leads to more uncertainty.

With that in mind, we would like to reiterate our Board's request to consider selecting the high growth rates for both population and employment, which will provide jurisdictions the latitude to attract more investment opportunities, meet coming housing production targets, and better be able to balance housing, employment and transportation needs.


Forest Grove
Cornelius
Hillsboro
Beaverton
Tigard
King City
Durham
Rivergrove
Tualatin
Sherwood
Wilsonville
Portland
Maywood Park
Fairview
Wood Village
Troutdale
Gresham
Milwaukie
Happy Valley
Lake Oswego
Johnson City
Gladstone
West Linn
Oregon City
Staff is unsure why this area is blue. Future capacity should be assigned to the county.
It is staff's understanding that the remainder of the land in the eastern portion of Damascus area is not assumed to have urban capacity in the 20-year time period of the UGR.
Future urban development in this general area will occur only within the city of Happy Valley. Capacity in this area should be assigned to the city. See attached:
- East Happy Valley Comprehensive Plan map
- North Carver/Pleasant Valley Comprehensive Plan map
- Happy Valley UGMA East
Future urban development in these areas will occur only within the city of Tualatin. Capacity in this area should be assigned to the city.
Future urban development in these areas will occur only within the city of West Linn. Capacity in this area should be assigned to the city.
Except for the one area circled in blue, future urban development in these areas will occur only within the city of Oregon City. Capacity in this area should be assigned to the city. See attached:
-Park Place Plan map
-South End Concept Plan map
-Thimble Creek/Beavercreek Concept Plan map
Staff received this map from DLCD to assist in this analysis. DLCD noted that this map is based on the geographies in pages 4-6 of Draft Metro UGR Appendix 2.
Key
Pink- unincorporated Washington County
Green- unincorporated Clackamas County
Beige- unincorporated Multnomah County
Blue- UGR Appendix 2 p.6 jurisdictional assignment

CLATSOP ST
CLATSOP
162ND AVE
172ND
SAGER RD
HEMRICH RD
SCOUTERS MOUNTAIN RD
HAGEN RD
MONNER RD
PLEASENT VALLEY PKWY
MISTY DR
TROGE RD
CROSSROADS AVE
169TH AVE
VOGEL RD
SUNNYSIDE RD
SUNNYSIDE
ROCK CREEK BLVD
HWY 212

East Happy Valley Comprehensive Plan

Existing Roads

- Arterial
- Collector

Planned Roads

- Arterial
- Collector

Zoning

- Community Commercial Center (CCC)
- RRFF5
- Employment Center (EC)
- Industrial Campus (IC)
- Institutional and Public Use (IPU)
- Mixed Commercial Center (MCC)
- Mixed Use Employment (MUE)
- Mixed Use Residential - Attached (MUR-A)
- MUR-M1 (Mixed Use Residential MultiFamily)
- MUR-M2 (Mixed Use Residential Multifamily)
- MUR-S (Mixed Use Residential Single Family)
- R-5 (Residential 1 Unit/5,000 SF. Ft.)
- R-7 (Residential 1 Unit/7,000 Sq.Ft.)
- R-10 (Residential 1 Unit/10,000 Sq.Ft.)
- R-15 (Residential 1 Unit/15,000 Sq.Ft)
- R-20 (Residential 1 Unit/20,000 Sq.Ft.)
- R-20 (Residential 1 Unit/20,000 Sq.Ft.)
- Single-Family Attached Residential (SFA)
- Comprehensive Plan Boundary

0 0.07 0.15 0.3 Miles

Date Saved: 9/28/2022

Source: Data from Clackamas County GIS & Metro Data (2021)

The information on this map was derived from digital databases from the City of Happy Valley. Care was taken in the creation of this map but it is provided "as is". The City of Happy Valley cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Although information from Land Surveys may have been used in the creation of this product, in no way does this product represent or constitute a Land Survey. Users are cautioned to field verify information on this product before making any decisions.

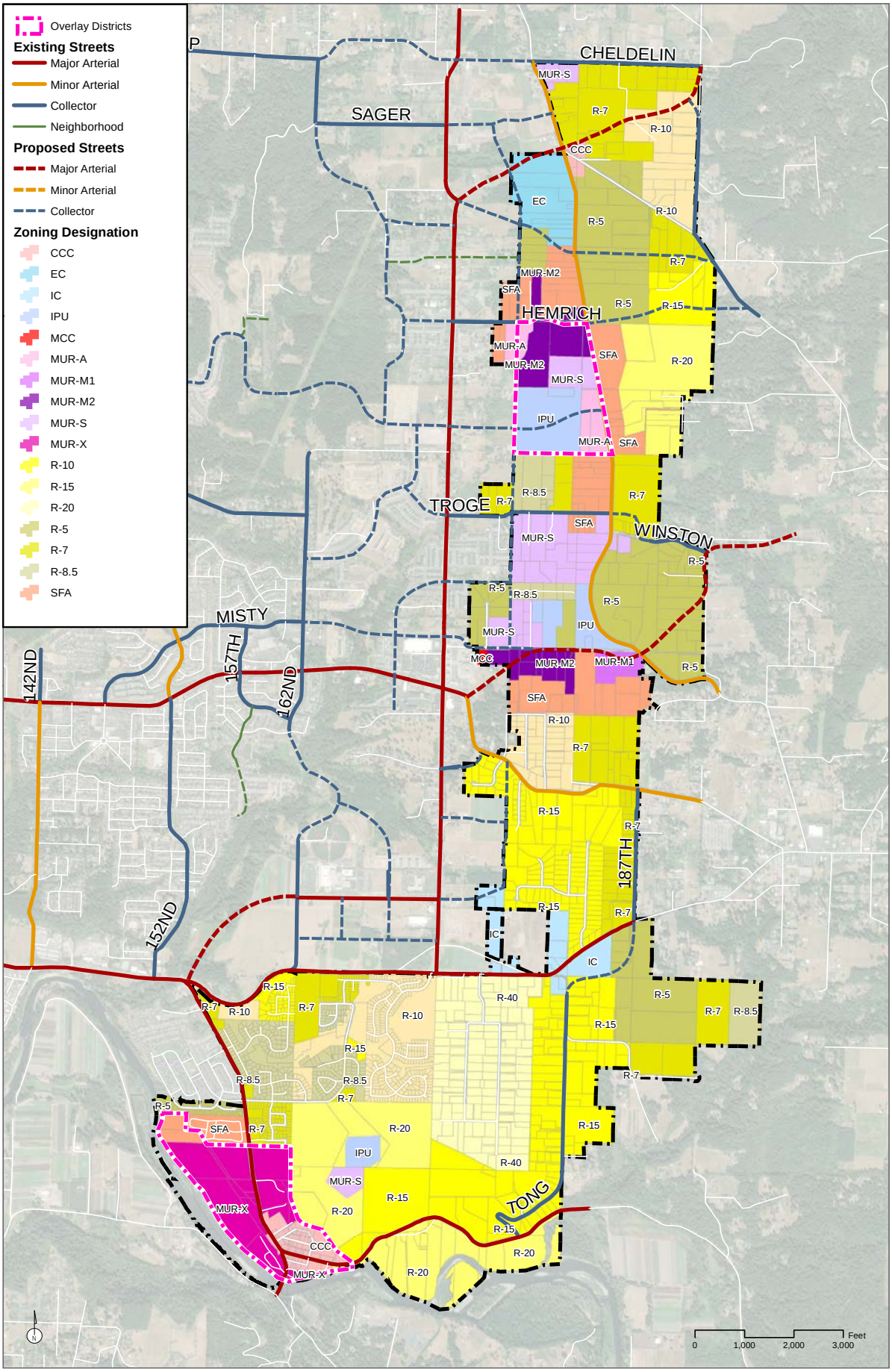
This document has been reproduced from the East Happy Valley Comprehensive Plan Map updated February 7, 2009.

City of Happy Valley G:\Maps\Maps For Planning\2022 Planning maps\Long Range maps\EHVCP September 2022\EHVCP September 2022.aprx

LOCATION



Figure 23. Zoning Map



DocuSign Envelope ID. 0D422339-34FF-4403-B293-E391A7AFA253

CITY OF HAPPY VALLEY/CLACKAMAS COUNTY

URBAN GROWTH MANAGEMENT AGREEMENT

This Urban Growth Management Agreement ("UGMA" or "Agreement"), by and between the City of Happy Valley, an Oregon municipal corporation ("City") and Clackamas County, a political subdivision of the State of Oregon ("County") (collectively, the "Parties," and each individually a "Party").

RECITALS

WHEREAS, authority is conferred upon local government under ORS 190.010 to enter into an agreement for the performance of functions and activities that the local government, its officers or agencies has authority to perform; and

WHEREAS, the City and the County have a common interest in coordinated comprehensive plans, compatible land uses and coordinated planning of urban facilities within the Happy Valley Urban Planning Area East ("HVUPAE"), as described in Exhibit A to this Agreement; and

WHEREAS, the exchange of information should concentrate on issues that may have a significant impact on either Party and should not entail cumbersome procedural requirements that may increase the time necessary to expedite decision making; and

WHEREAS, OAR 660-003-0010 requires management plans for unincorporated areas within an urban growth boundary to be set forth in a statement submitted to the Land Conservation and Development Commission ("LCDC") at the time of acknowledgement request; and

WHEREAS, OAR 660-011-0015 requires an urban growth management agreement to specify the entity responsible for the preparation, adoption and amendment of the public facility plan(s); and

WHEREAS, the City and County previously entered into an urban growth management agreement on January 30, 1992, and amended on June 19, 2001, and subsequently amended on November 18, 2013 for areas to the west and southwest of the existing City of Happy Valley (extending to the Veterans Memorial Highway), which is hereby referred to as the "UGMA WEST" and is a separate urban growth management agreement from this Agreement, which is hereby referred to as the "UGMA EAST".

Clackamas County Official Records
Sherry Hall, County Clerk
Commissioners' Journals
Agreements & Contracts

2021-0580

12/02/2021 2:06:29 PM

NOW THEREFORE, the Parties agree as follows:

AGREEMENT

1. Definitions.

As used in this Agreement, the following words shall mean or include:

1.1 Comprehensive Plan. Any plan document as described in ORS 197.015(5) that is adopted by a Party and that applies within the HVUPAE.

1.1.1 City Comprehensive Plan. The City of Happy Valley Comprehensive Plan.

1.1.2 County Comprehensive Plan. The Clackamas County Comprehensive Plan.

1.2 Land Use Policies. The whole or any part of any comprehensive plan, subarea comprehensive plan, Title 16 of the City's Municipal Code ("Development Code"), the Clackamas County Zoning and Development Ordinance ("ZDO"), refinement plan, public facility plan developed under OAR Chapter 660, Division I, land use regulation as defined by ORS 197.015(11), or any other generally applicable policy regulating the use or development of land. As applied to Metro, "Land Use Policies" include Planning Goals and Objectives, Regional Urban Growth Goals and Objectives, Functional Plans, and Regional Framework Plans.

1.3 Happy Valley Urban Planning Area East ("HVUPAE"). The HVUPAE includes unincorporated land within the Portland Metropolitan Urban Growth Boundary ("UGB") located generally east of 172nd Avenue and west of 222nd Avenue, as illustrated on the map attached as Exhibit A to this Agreement.

2. Terms of this Agreement.

2.1 This UGMA EAST becomes effective as specified under Section 8.3, below, and shall continue thereafter for an initial term of 10 years, unless terminated as provided in this Section or modified consistent with Section 8.4. This Agreement automatically renews for one additional 10-year term unless, not later than 90 days prior to the expiration of the initial term of this UGMA, one of the Parties provides the other Party with written notice that it does not wish to renew the UGMA EAST, in which case this UGMA will automatically terminate upon completion of the initial 10-year term. Either Party may terminate this agreement at any time after providing at least 90 days written notice to the other Party.

3. General Provisions.

3.1 General Planning and Permitting Responsibilities

3.1.1 Comprehensive Plan/Zoning Designations and Amendments. The County Comprehensive Plan and zoning shall apply to all unincorporated land within the HVUPAE until such time as those lands are annexed into the City. Unless

otherwise provided by law, the development of a comprehensive plan map amendment or zone change for the unincorporated areas within the HVUPAE shall be a coordinated joint effort of the Parties. The County shall be responsible for preparing and making a decision on all legislative and quasi-judicial comprehensive plan amendments/zone changes for areas within the HVUPAE not annexed to the City in coordination with the City and consistent with state law and the Metro Functional Plan. The City shall have the unrestricted right to review, comment on and appeal all legislative and quasi-judicial comprehensive plan amendments/zone changes processed by the County within the HVUPAE.

3.1.2

Land Use Permitting Authority. The County Comprehensive Plan and land use regulations shall apply to an application for a permit or other land use review within the HVUPAE not annexed to the City. County shall retain responsibility and authority for all implementing regulations and land use actions for all unincorporated lands within the HVUPAE, until lands are annexed to the City.

For properties that annex into the City of Happy Valley in the HVUPAE, the City shall apply the underlying County Plan and zone provisions in accordance with the procedural framework of the City's Municipal Code until the City has adopted urban City Comprehensive Plan designations and zoning districts for the HVUPAE.

3.1.3

Urban Plan Development. The Parties agree that the City shall be responsible for developing and adopting an urban Comprehensive Plan and zoning districts for areas that do not currently have urban designations within the HVUPAE, per Section 4 of this Agreement.

3.1.4 Land Divisions. Land divisions that would create parcels smaller than 20 acres in size shall not occur within lands with a Rural Comprehensive Plan designation within the HVUPAE.

3.2 Annexation.

3.2.1 Conditions Requiring Annexation. The owner(s) of property adjacent to the City (including by extension of a public right-of-way or body of water, per the City's annexation policies), who are seeking access to City-provided services (for example, Planning, Engineering, or Building Division permits) may be required to submit an annexation petition to the City.

3.2.2 Annexation Consent. At the discretion of the Board of County Commissioners ("Board"), the County may provide consent for annexations, when such consent is required per ORS 222.170 or ORS 222.125 for properties utilizing county right-of-way for an annexation, if city agrees to accept the transfer of the section of the roadway being used to access the annexed property.

3.2.3 Annexation Plan. Any City-initiated Annexation Plan shall be developed consistent with applicable state and regional laws. Opportunity shall be provided

to citizens, the County, active Citizen Planning Organizations ("CPOs") and affected service providers to review and comment on the Annexation Plan prior to any annexation election. Annexation Plan(s) will include development of public facilities plan(s) for the Annexation Plan area(s).

3.3 Public Facilities.

3.3.1 Public Facilities Plans. Except as identified in Section 4, the City shall coordinate the preparation or amendment of public facilities plans within the HVUPAE as may be required by OAR Chapter 660, Division 11 (Public Facilities Planning) and applicable sections of ORS Chapter 195 with the appropriate service providers. Upon annexation, an area within the HVUPAE shall be provided with public facilities services through a combination of City-provided services and by way of Intergovernmental Agreements ("IGAs") with applicable service providers, which may include the following: sanitary storm services – Water Environment Services "WES"); water service providers – Sunrise Water Authority, Clackamas River Water; county road services – Clackamas County Department of Transportation and Development; fire prevention services – Clackamas Fire District No. 1; services related to the provision and maintenance of open space – Metro; mass transit services – Tri-Met; and, school facility planning – North Clackamas School District No. 12, Gresham-Barlow School District, and Centennial School District.

3.3.2 New Service Districts. County shall not form any new county service districts to serve any areas within the HVUPAE, nor shall it support the annexation of any land within the HVUPAE to any such districts or to any other service districts without the prior written consent of the City.

4. Planning for Urbanization of Rural Lands in the HVUPAE.

4.1 Planning authority. The City shall be responsible for planning for any future urbanization of rural lands within the HVUPAE. The urbanization of rural lands within the HVUPAE will only occur upon annexation to the City. The City shall coordinate with the County Planning Division and other relevant County Department of Transportation and Development ("DTD") staff regarding future urban planning and development activities and the transportation network in the HVUPAE. County staff shall be invited to participate in the proceedings of all relevant Technical Advisory Committees in the review of urban plans within the HVUPAE. The City shall notify and coordinate with the County on amendments to the City's Transportation System Plan ("City TSP").

4.2 Land use and transportation planning in the HVUPAE. Building off existing studies and previously completed planning work, the City of Happy Valley and the County will develop the following planning documents for the HVUPAE:

4.2.1 Integrated Land Use and Transportation Plans (Urban Plans):
The City may create detailed, integrated land use and transportation plans for "phases," or portions of the HVUPAE that the City determines are of sufficient size to phase development and urban service provision in a cost-effective and efficient manner. These plans shall include all elements required for a full urban

comprehensive plan for the selected area.

4.2.1.1 Coordination: All integrated land use and transportation plans shall be coordinated with the County to ensure consistency with County transportation plans and other planning in adjacent unincorporated rural areas. The City shall lead this planning undertaking with County coordination and participation in all relevant committees.

4.2.1.2 Notification: The City shall notify the County Planning Director prior to the initiation of each phase of urban land use and transportation planning. Notification shall, at a minimum, include a map of the area to be planned and an estimated timeframe for adoption of an urban plan.

4.2.1.3 Providing Employment Land: The City and County recognize the importance or providing employment land to support stronger economic growth in the County and will work together to identify opportunities to provide such lands in the HVUPAE, to potentially include employment areas different than those identified as Metro Title 4 lands.

4.2.1.4 Providing Affordable Housing Opportunities: The City and County recognize the importance or providing land for the development of affordable housing in the County and will work together to identify opportunities to provide such lands in the HVUPAE.

4.2.2 Clackamas County Transportation System Plan ("County TSP"): An update of the County TSP will be developed for the Metro UGB area illustrated within Exhibit A beyond (east of) any areas inside the HVUPAE that are not part of an integrated land use and transportation plan that is adopted or actively being completed by the City. The County TSP update will plan for transportation improvements necessary to serve travel patterns that are expected in the future in and adjacent to the HVUPAE including, without limitation, those areas within the Metro UGB but outside the HVUPAE.

4.3 State Highway System Improvements. The City and County recognize the importance of working with the Oregon Department of Transportation ("ODOT") to ensure that state transportation facilities be built/improved to accommodate expected population and employment growth in the HVUPAE and will utilize any subsequent land use and transportation plans to advocate for the timely development of the Sunrise Highway.

5. Other City Responsibilities.

5.1 Functions. All functions relating to the subject matter of this Agreement not specifically listed in this Section or any Exhibit as being the responsibility of the City will remain the responsibility of County. City shall be responsible for the timely and effective distribution to County of studies, information, requests, data and personal communications in City's possession on any matter concerning coordination between the City and County and/or regarding any infrastructure or policy issues coordinated by County.

5.2 Road Jurisdiction, Transfer and Condition. The City shall assume jurisdiction of the full width of any applicable segment of County road classified by the County as minor arterial, collector, connector, or local street that is within or immediately abutting an area annexed to the City within one year of the date of that annexation, assuming all provisions detailed below have been met. The transfer and assumption of jurisdiction shall be consistent with the provisions of ORS 373.270.

Concurrent with the date that a road is transferred, the County will upgrade the roadway or provide funds equivalent to the cost of a two-inch overlay over the existing pavement area, unless the road has a Pavement Condition Index (PCI) rating of 70 or higher, or the Parties mutually agree that overlay funds are not necessary for transfer. Alternatively, if a roadway or roadway section has a PCI of 50 or less, the City will only accept said roadway once a PCI of 70 or higher is achieved by the County or the Parties mutually agree upon a funding level equivalent to upgrading of the roadway to a PCI of 70 or higher.

5.2.1 For any County minor arterial, collector, connector or local street within the City boundary that is being transferred, but subsequent to annexation, the County shall allow improvements to be constructed to City standards and defer permitting authority to the City. The City shall issue all appropriate permits directly to the developer.

5.2.2 For any improvements to a County major arterial road within the City boundary, the County shall determine if City standards along the major arterial are acceptable to the County and do the following:

A. If the City standards are acceptable to the County, the County shall allow all improvements to be constructed to City standards. The County shall issue all appropriate permits with City concurrence.
B. If the proposed cross section standards are not acceptable to the County, the County shall require those improvements to be constructed to County standards. The County shall issue all appropriate permits.

5.3. City Notice to and Coordination with the County and CPOs.

5.3.1. The City shall provide notice to the County and the appropriate active CPOs at least 20 days prior to the first public hearing on all proposed annexations or extraterritorial service extensions into unincorporated areas.

5.3.2. The City shall provide notice to the County at least 20 days prior to the first scheduled public hearing on all proposed legislative changes to the City Comprehensive Plan or any quasi-judicial hearings regarding properties adjacent to unincorporated areas within the HVUPAE.

5.3.3. The City shall notify and coordinate with the County on amendments to the City TSP.

5.3.4. City shall provide notice and a service-provider comment letter to the applicable County Department in conjunction with the City's review of any land use application or building permit in which the proposed development activity might affect County facilities.

6. Other County Responsibilities.

6.1. County Notice to and Coordination with the City for Lands in HVUPAE.

6.1.1. The County shall provide notice to the City at least 20 days prior to the first scheduled public hearing on all proposed legislative changes to the County Comprehensive Plan text, implementing ordinances or other land use policies affecting land within the HVUPAE, and shall provide notice to the City at least 20 days prior to the first scheduled quasi-judicial public hearing regarding any properties adjacent to the City's incorporated area.

6.1.2. The County shall provide notice to the City at least 20 days prior to a staff decision on any Type II application for administrative action as provided in the ZDO for property within the HVUPAE.

6.1.3. The County shall notify and invite City staff to participate in or comment on all pre-application meetings for design review, conditional use permits, partitions, subdivisions or other significant development proposals within unincorporated areas of the HVUPAE at least 15 days prior to any such meeting.

6.1.4. Any amendments proposed by the County to the UGB within one mile of the HVUPAE will be reviewed jointly by the City and the County prior to submission to Metro.

6.1.5. In any County land use proceeding affecting property within the HVUPAE, the County shall enter all written comments received from the City into the public record and shall consider such written comments in the exercise of its planning and plan implementation responsibilities.

7. Mutual Indemnification

7.1 Subject to Article XI of the Oregon Constitution and ORS 30.260 to 30.300, the City will hold harmless, defend and indemnify the County, its elected officials, officers, and employees, for and against any claims or damages to property or injury to persons, resulting in whole or part from City's acts or omissions in performing any obligations under this Agreement.

7.2 Subject to Article XI of the Oregon Constitution and ORS 30.260 to 30.300, the County will hold harmless, defend and indemnify the City, its elected officials officers and employees for and against any claims or damages to property or injury to persons, resulting in whole or part from the County's acts or omissions in performing any obligation under this Agreement.

8. General Provisions.

8.1 Applicable Law. This Agreement shall be governed by Oregon law, without giving effect to the conflict of law provisions thereof, and the Parties agree to submit to the jurisdiction of the courts of the State of Oregon.

8.2 Insurance Coverage.

8.2.1. Commercial General Liability Insurance. Each of the Parties shall obtain and maintain at all times during the course of this Agreement commercial general liability insurance coverage pursuant to Oregon Tort Claims Act and subject to the limits of the Act covering Bodily Injury and Property Damage on an "occurrence" form in the amount of not less than $1 Million per occurrence/$2 Million general aggregate for the protection of the other Party, its officers, elected officials and employees. This coverage shall include Contractual Liability insurance for the indemnity provided under this Agreement.

8.2.2. Notice of Cancellation. There shall be no cancellation, material change, exhaustion of aggregate limits or intent not to renew any Party's insurance coverage contemplated by this Agreement without 60 days written notice to the other Party. Any failure to comply with the provision will not affect the insurance coverage provided to the Party. The 60-day notice of cancellation provision shall be physically endorsed on to the policy.

8.2.3. The County may self-insure to meet the minimum insurance requirements of this Section 8.2, to the extent that it maintains a self-insurance program that complies with the insurance requirements applicable under this Section 8.2.

8.3 Effective Date and Term. This Agreement shall become effective on the last date signed below and shall continue in effect according to its Terms.

8.4 Amendment. This Agreement may be amended at any time consistent with Section 8.9 below.

8.5 Assignment. Except as otherwise provided herein, the Parties may not assign any of their rights or responsibilities under this Agreement without prior written consent from the other Party, except that a Party may delegate or subcontract for performance of any of their responsibilities under this Agreement.

8.6 Dispute Resolution.

8.6.1. Subject to mutually agreed upon extensions of time in writing, failure or unreasonable delay by any party to substantially perform any material provision of this agreement shall constitute default. In the event of an alleged default or breach of any term or condition of this agreement, the Party alleging such default or breach shall give the other Party not less than 30 days written notice specifying the nature of the alleged default and the manner in which the default may be cured satisfactorily. During this 30-day period, the Party shall not be considered in default for purposes of termination or instituting legal proceedings.

8.6.2. The Parties shall first attempt to resolve the dispute by negotiation, followed by mediation, if negotiation fails to resolve the dispute.

8.6.3. Step One: (Negotiation). Each Party will select one or more person(s) to negotiate on behalf of the entity they represent. Those person(s) shall then meet and attempt to resolve the issue. If the dispute is resolved, there shall be a written determination of such resolution, signed by a representative of each Party and ratified by the governing bodies that shall then be binding.

8.6.4. Step Two: (Mediation). If the dispute cannot be resolved within thirty (30) days at Step One, the Parties may submit the matter to mediation. The Parties shall attempt to agree on a mediator. If they cannot agree, the Parties shall request a list of five (5) mediators from an entity or firm providing mediation services. The Parties will attempt to mutually agree on a mediator from the list provided, but if they cannot agree, each Party shall select one (1) name. The two selected shall select a third person who shall serve as the mediator. The common costs of mediation borne equally by the Parties with each bearing its own costs and fees. If the issue is resolved at this step, a written determination shall be signed by each Party and approved by the governing bodies.

8.6.5. Step Three (Legal Action). If the dispute remains unresolved following mediation, the Parties may seek remedy by appropriate proceedings filed in Clackamas County Circuit Court. In any such judicial proceeding, each Party shall be responsible for its own costs and fees.

8.7 Execution in Counterparts. This Agreement may be executed in any number of counterparts, each of which may be executed by any one or more of the parties hereto, and all of such counterparts shall constitute one Agreement. Counterparts of executed signature pages may be attached to any one or more counterparts of this Agreement. To facilitate execution of this Agreement, the Parties may execute by facsimile or e-mail transmission counterparts of the signature pages.

DocuSign Envelope ID 0D422339-34FF-4403-B293-E391A7AFA253

8.8 Severability. In the event a court of competent jurisdiction deems any portion or part of this Agreement to be unlawful or invalid, only that portion of part of the Agreement shall be considered unenforceable. The remainder of this Agreement shall continue to be valid.

8.9 Entire Agreement. This Agreement constitutes the entire agreement between the Parties and supersedes any prior oral or written agreements or representations relating to the HVUPAE. No waiver, consent, modification or change of terms of this Agreement shall bind the Parties unless in writing and signed by each party.

8.10 Non-Exclusive Rights and Remedies. Except as otherwise expressly provided herein, the rights and remedies expressly afforded under the provisions of this Agreement shall not be deemed exclusive and shall be in addition to and cumulative with all rights and remedies otherwise available at law or in equity. The exercise by either Party of any one or more of such remedies shall not preclude the exercise by it, at the same or different times, of any other remedies for the same default or breach, or for any other default or breach, by the other Party.

8.11 Debt Limitation. This Agreement is expressly subject to the debt limitation of Oregon counties set forth in Article XI, Section 10, of the Oregon Constitution, and is contingent upon funds being appropriated therefore. Any provisions herein which would conflict with law are deemed inoperative to that extent.

8.12 Waiver. The failure of either Party to enforce any provision of this Agreement shall not constitute a waiver by such Party of that or any other provision.

8.13 Interpretation. The titles of the sections of this Agreement are inserted for convenience of reference only and shall be disregarded in construing or interpreting any of its provisions.

8.14 No Third-Party Beneficiary. Neither Party intends that this Agreement benefit, or create any right or cause of action in, or on behalf of, any person or entity other than the County or the City.

8.15 Notices. All notices or other communications required or permitted under this Agreement shall be in writing, and shall be mailed or sent by scanned document (e-mailed) or faxed with hard copy to follow by post, addressed as follows:

To City: City of Happy Valley
Economic & Community Development Department
16000 SE Misty Drive
Happy Valley, OR 97086

To County: Clackamas County Planning & Zoning Division
150 Beavercreek Rd.
Oregon City, OR 97045

IN WITNESS WHEREOF, the respective Parties have caused to be signed on their behalf and enter into this Agreement on the last date indicated below.

CITY OF HAPPY VALLEY

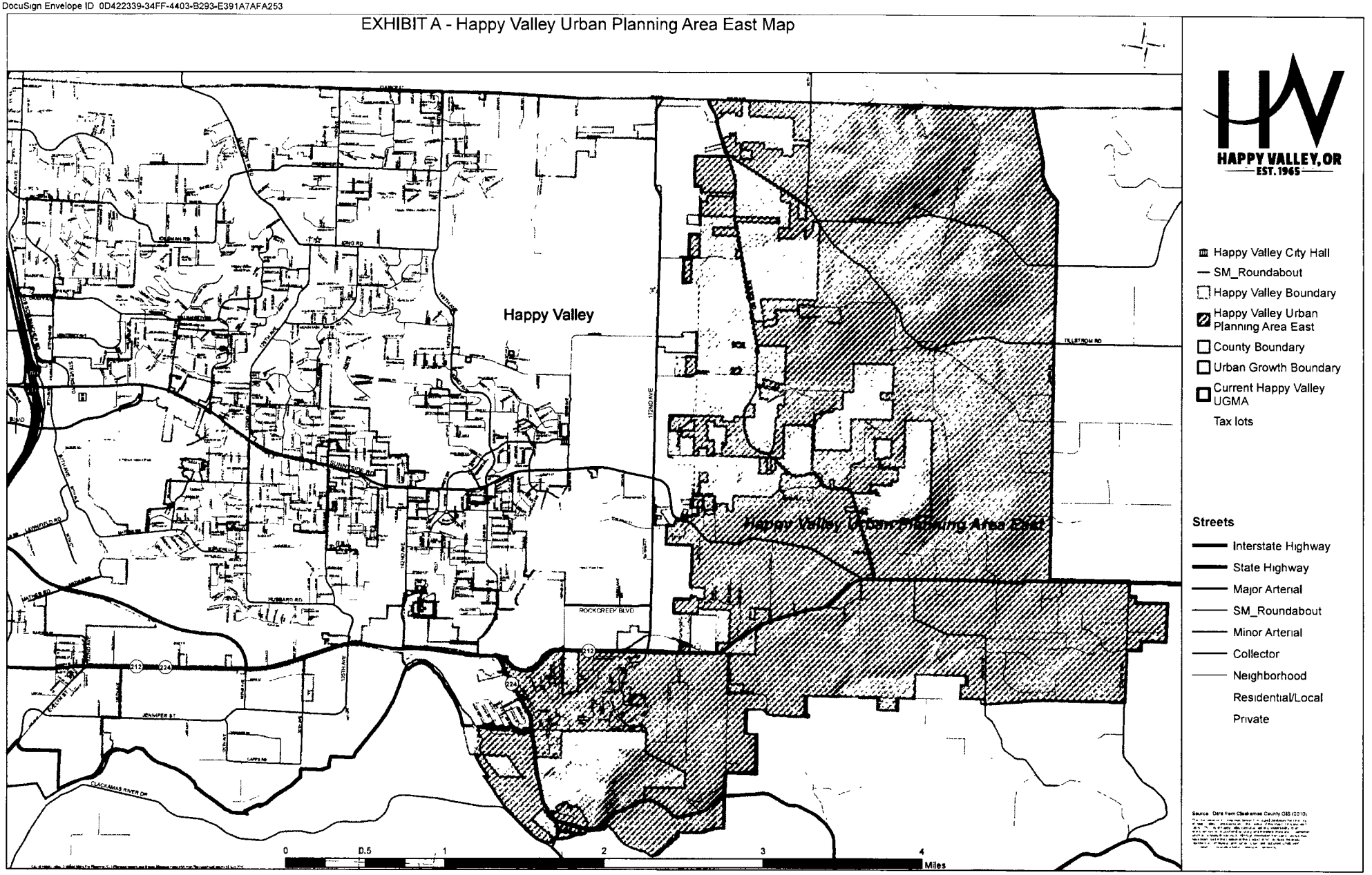
By DocuSigned by: Tom Ellis 10F80C7CEFCD433 Date 10/26/2021
Mayor

CLACKAMAS COUNTY

By _____ Date 11/24/2021
Chair, Board of County Commissioners

DocuSign Envelope ID: 0D422339-34FF-4403-B293-E391A7AFA253

EXHIBIT A - Happy Valley Urban Planning Area East Map



FINAL

City of Oregon City

GEOGRAPHIC INFORMATION SYSTEM

Beavercreek Concept Plan - Proposed Comprehensive Plan

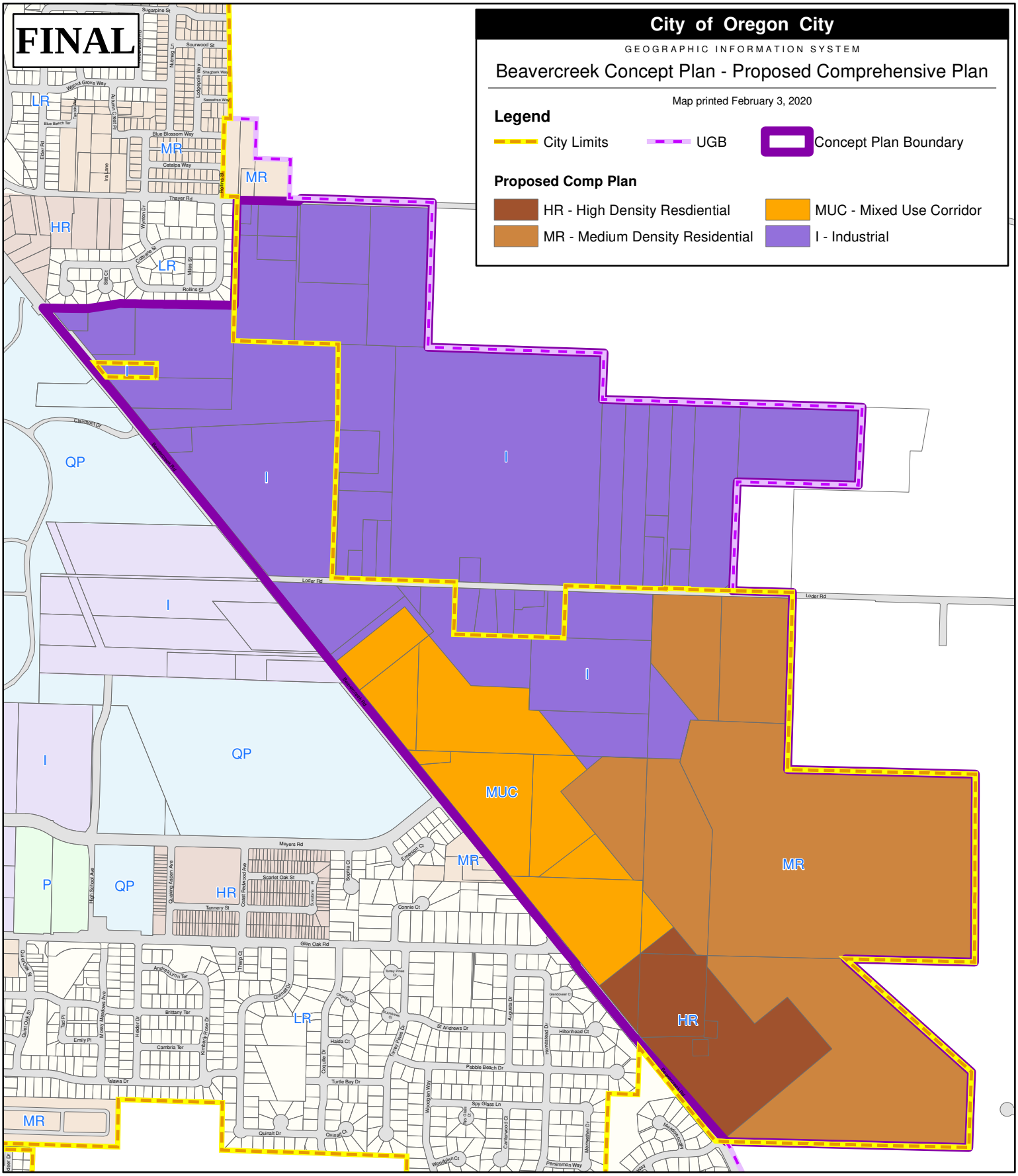
Map printed February 3, 2020

Legend

City Limits | UGB | Concept Plan Boundary

Proposed Comp Plan

- HR - High Density Resdiential
- MR - Medium Density Residential
- MUC - Mixed Use Corridor
- I - Industrial



The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. This map is not suitable for legal, engineering, or surveying purposes. Notification of any errors is appreciated.

N
W E
S

LEG 19-0003
Beavercreek Road Concept Plan - Zoning and Code Amendments

0 450 900 Feet

1 inch = 900 feet

City of Oregon City
P.O. Box 3040
625 Center St
Oregon City, OR 97045
503-657-0891 phone
503-657-6629 fax
www.orcity.org

OREGON CITY

Plot date: February 3, 2020
Plot name: Beavercreek Concept Plan - Proposed Comp Plan - 8x10P - 20200203.pdf
Map name: Beavercreek Concept Plan - Proposed Comp Plan - 8x10P.mxd

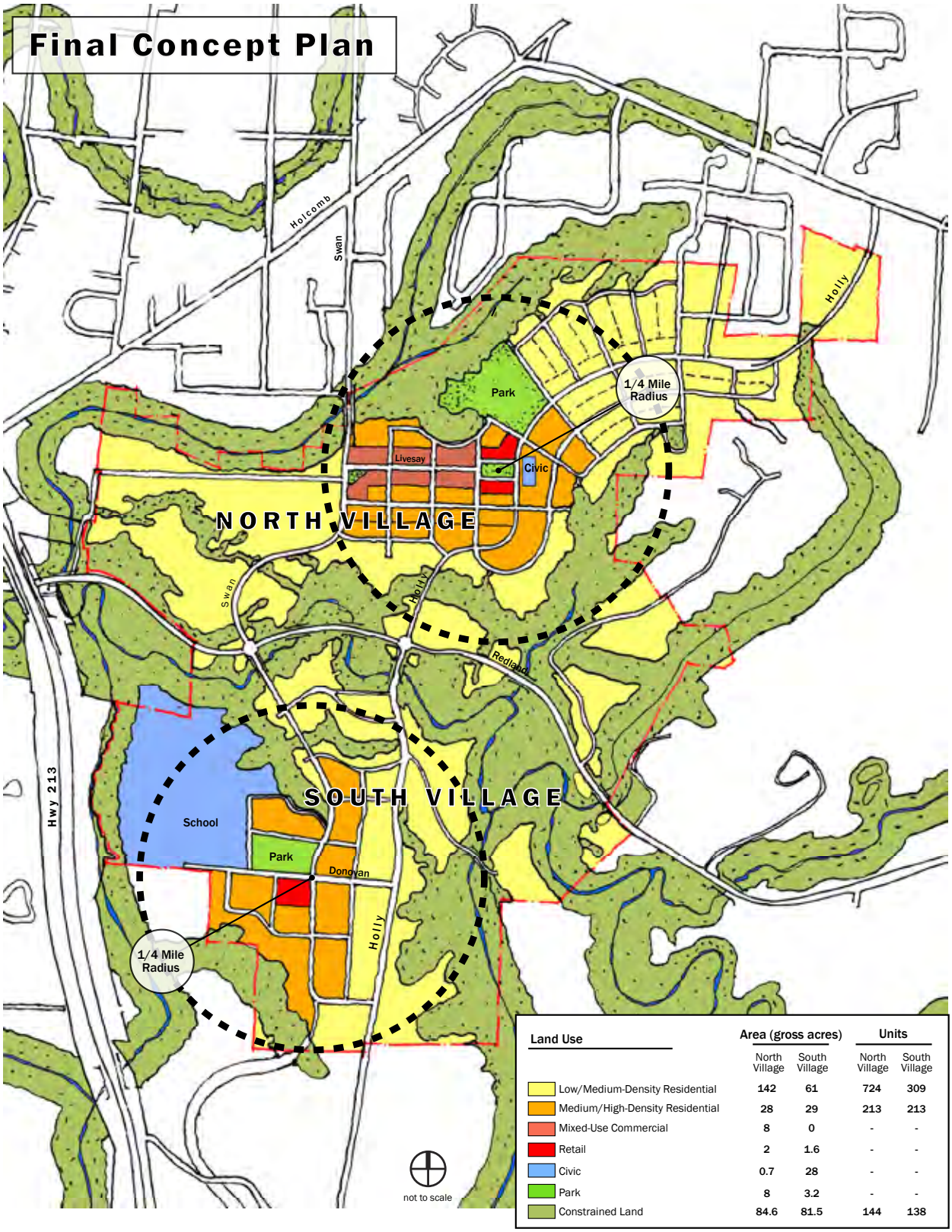


Figure 1-1. Park Place Concept Plan Urban Growth Diagram

This map is for concept planning purposes only. The specific locations of natural resource boundaries, open space, parks, land uses, roads, trails, infrastructure and related improvements may change and is subject to on-site verification and design at the time of development.

City of Oregon City

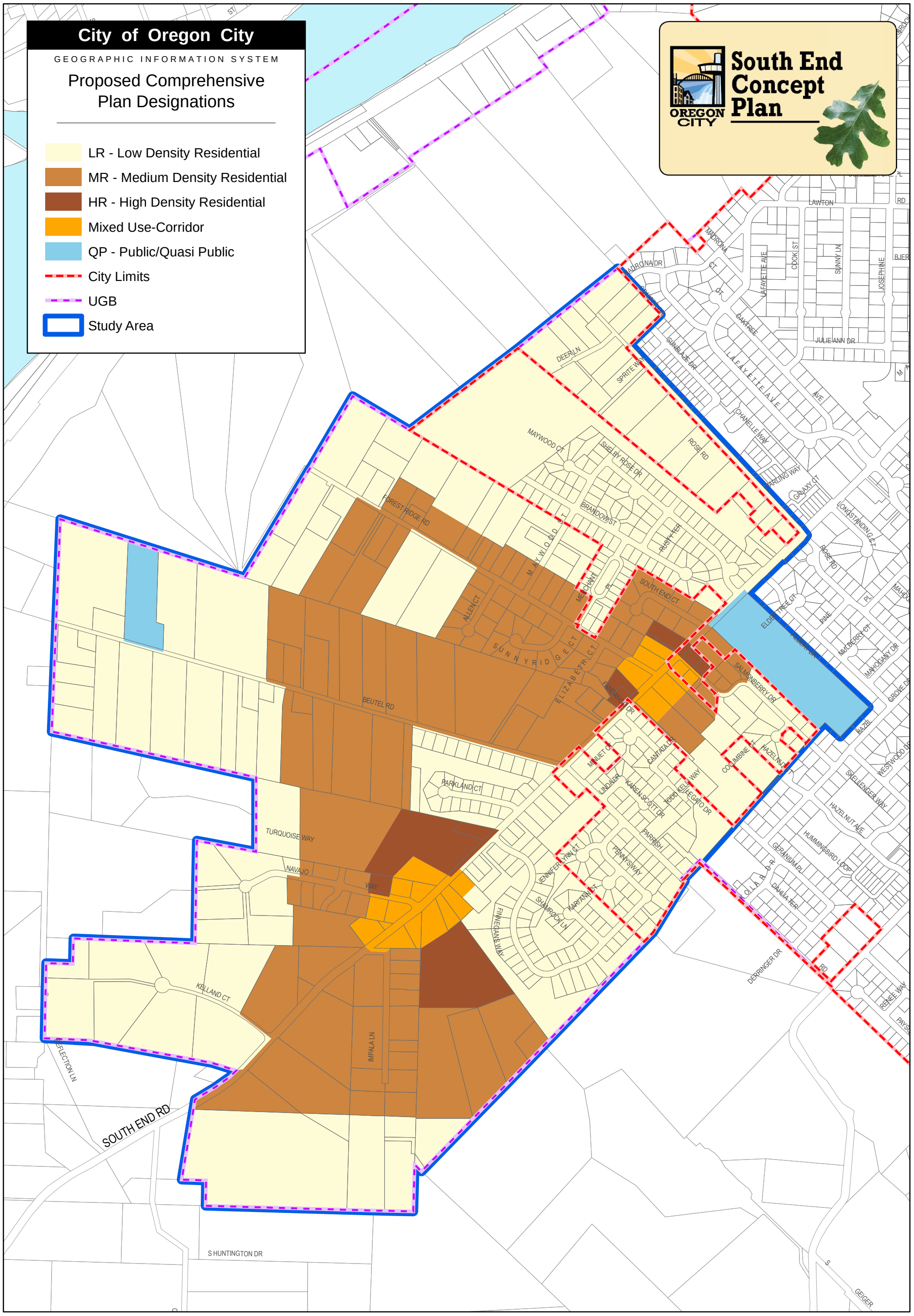
GEOGRAPHIC INFORMATION SYSTEM

Proposed Comprehensive Plan Designations

- LR - Low Density Residential
- MR - Medium Density Residential
- HR - High Density Residential
- Mixed Use-Corridor
- QP - Public/Quasi Public
- City Limits
- UGB
- Study Area

South End Concept Plan

OREGON CITY



The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. This map is not suitable for legal, engineering, or surveying purposes. Notification of any errors is appreciated.

N W E S

0 0.25 0.5 Miles

0 1,000 2,000 3,000 Feet

005663

City of Oregon City
P.O. Box 3040
625 Center St
Oregon City, OR 97045
503-657-0891 phone
503-657-6629 fax
www.orcity.org

OREGON CITY

Please recycle with colored office grade paper.

Plot date: March 21, 2014
Plot name: SECP - Proposed Comp Plan - 11x17P - 20140321.pdf
Map name: SECP - Proposed Comp Plan - 11x17P.mxd

Miriam Hanes

From: Fritzie, Martha <MFritzie@clackamas.us>
Sent: Thursday, August 22, 2024 3:16 PM
To: Metro 2040
Subject: [External sender]Clackamas County Staff Comments - Draft UGR 2024
Attachments: Metro Draft UGR Technical Staff Letter_ClackCo_082224.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Thank you for considering the attached comments from Clackamas County staff regarding the draft UGR Report.

Please feel free to reach out to me with any questions,
Martha

Martha Fritzie, Principal Planner
Clackamas County DTD|Planning & Zoning
150 Beavercreek Road|Oregon City, OR 97045
mfritzie@clackamas.us
(503) 742-4529

Working hours 7:30am to 6:00pm|Monday – Thursday

Please visit our **webpage** for updates on Planning services available online, service hours and other related issues.



Follow Clackamas County: Facebook | Twitter | YouTube | Nextdoor

PORTLAND METROPOLITAN ASSOCIATION OF REALTORS®

August 22, 2024

Urban Growth Management Team
Metro
600 NE Grand Avenue
Portland, OR 97232

Dear Metro Urban Growth Management Team,

I am writing on behalf of the Portland Metropolitan Association of Realtors® (PMAR) regarding Metro's Draft Urban Growth Report. We appreciate the extensive work Metro's staff put into the Urban Growth Report. We would also like to thank Metro for inviting PMAR to the Urban Growth Report Stakeholder table; it was a welcome opportunity to better understand the report's underlying work, data, and assumptions, and to discuss some of our region's challenges and opportunities with other stakeholders.

PMAR recognizes the Portland region is lacking tens of thousands of homes necessary to meet our growing population and that people in our community suffer due to this lack of housing. Our region's current level of housing construction is 10.1% below the long-term average, and no where near on pace to catch up with past underproduction, let alone accommodate future growth. Portland in particular is struggling to keep up with needed housing production; the city is on track to produce only 500 new units this year, when the forecasted need by 2045 is more than 120,000 new homes.

As a region, we must embrace land use, development, and zoning principles that provide and encourage an abundant mix of housing types that meets community needs and provides sufficient housing for current and future residents. Restrictive land use regulations play a major role in stymying the proliferation of new housing. Accordingly, PMAR supports much needed growth in the Metro area's capacity for housing development, which removes a barrier to housing construction; getting the 2024 growth management decision right will support the continued growth and prosperity of our entire region.

In that spirit, PMAR strongly urges Metro to adopt a higher growth population forecast, and urges the Metro Council to support the City of Sherwood's request for expansion.

Population Forecast

The draft report forecasts regional population growth "only from net in-migration," due to lower

forecasted birth rates, and assumes that growth rates will be slower as a result over the next 20 years.

While this is a reasonable assumption, it fails to recognize that the policy choices we make today will impact whether or not our region is a place that attracts new residents over the next 20 years. Put another way, if we plan for low growth, we are unlikely to see anything other than low growth. But if we plan for robust growth, and make policy choices that support a vision of higher growth, our region becomes a more attractive place to future residents.

We strongly recommend adoption of the higher growth population forecasts, to set the stage for nearer term policy decisions and actions that will in turn foster stronger population growth, and help our region realize economic growth and prosperity.

City of Sherwood Expansion

PMAR supports the City of Sherwood's expansion proposal, particularly the 340 net acres of residential land proposed in the Sherwood West Concept Plan. PMAR believes that there is no one-size-fits-all to housing and that a vast array of homes of various types and at various price-points are needed to serve members of the community, accommodate new residents, and ensure that members of our community can buy a home that fits their unique needs. Accordingly, while Metro may want to make recommendations or provide incentives to encourage certain kinds of housing development, PMAR would discourage prescriptive requirements or new regulations that would limit Sherwood's housing development options.

PMAR is committed to working collaboratively with Metro and other stakeholders to ensure that our region's growth management decision is implemented in a way that benefits all residents and facilitates growth of the housing market.

Michele Gila
Director of Realtor® Advocacy

Miriam Hanes

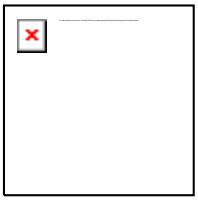
From: Amy Ruiz <amy@swiftpublicaffairs.com>
Sent: Thursday, August 22, 2024 3:17 PM
To: Metro 2040
Cc: Michele Gila; Kari Chisholm
Subject: [External sender]Fwd: UGR comments
Attachments: PMAR UGR Report Comments 08222024.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Attached, please find comment on the Urban Growth Report from Portland Metropolitan Association of Realtors®. Thank you for the opportunity to weigh in.

Best,
Amy Ruiz

—
Amy Ruiz
503-929-1036
Partner, Swift Public Affairs
Schedule time on my calendar here.



Miriam Hanes

From: Patty Hales <pattyhales.oregon@gmail.com>
Sent: Thursday, August 22, 2024 6:07 PM
To: Metro 2040
Cc: sherwoodfarmalliance@gmail.com
Subject: [External sender]Sherwood Urban growth boundary

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Patricia Hales

Miriam Hanes

From: Brandi Hendryx <tbhendryx@comcast.net>
Sent: Thursday, August 22, 2024 6:32 PM
To: Metro 2040; Marissa Madrigal; Lynn Peterson; Gerritt Rosenthal; Ashton Simpson; Mary Nolan; Christine Lewis; Juan Carlos Gonzalez; Duncan Hwang; rosenert@sherwoodoregon.gov; rutledgee@sherwoodoregon.gov; maysk@sherwoodoregon.gov
Cc: info@hawksviewwinery.com; tthendryx@comcast.net
Subject: [External sender]2024 Sherwood West Urban Growth Boundary Expansion Proposal - Opposition

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,
As long time residents (since 1997) and taxpayers of Sherwood, we strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. We stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Brandi & Tony Hendryx
tbhendryx@comcast.net

.

HOME BUILDING ASSOCIATION
OF GREATER PORTLAND

August 22nd, 2024

Marissa Madrigal, COO
Metro
600 NE Grand Ave.
Portland, OR 97232

Cc:
President Lynn Peterson
Councilor Ashton Simpson
Councilor Christine Lewis
Councilor Duncan Hwang
Councilor Gerritt Rosenthal
Councilor Juan Carlos Gonzalez
Councilor Mary Nolan

RE: Metro's 2024 Urban Growth Report and Sherwood's Urban Growth Boundary Expansion Request

Dear Ms. Madrigal,

My name is Preston Korst and I'm the Director of Government Affairs at the Home Building Association of Greater Portland. HBA is dedicated to maximizing housing choice for all who reside in our region by shaping an environment in which industry professionals can meet the diverse needs of all communities.

I'd like to start off by personally thanking you and the rest of Metro's planning staff, including Katherine Ciarlo, Eryn Kehe, Ted Reid, Malu Wilkinson (and many more) for hosting and facilitating the Urban Growth Report Stakeholder Roundtable. This broad and diverse group of interested parties met for two hours monthly for nearly a year to discuss and debate the central tenants of the Urban Growth Report (UGR) and the impacts it will have on our region. As HBA's representative in that group, I can say that it provided much needed dialogue and reflection space for us to discuss how we as a region wish to grow. Your willingness to provide that opportunity is greatly appreciated.

In this letter, we hope to outline our industry's perspective on the 2024 Draft UGR and to provide our unequivocal support for the City of Sherwood's Urban Growth Boundary (UGB) expansion request.

For housing affordability and the overall health of our economy, HBA and many others in the housing industry urge your COO Recommendation and Metro Council to take a high-growth position when evaluating our region's land supply and housing needs in this UGR and move to approve Sherwood's UGB request without conditions.

Consider for a moment the exorbitant costs to purchase a home in our region. According to Zillow, the median home sale price in June was $521,133 (Multnomah County), $579,979 (Washington County), and

$631,000 (Clackamas County). Staggering as these figures are, they come as no surprise given that Oregon is staring down a housing deficit of 140,000 units. And if our goal is to advance economic justice and racial equity, then we must reverse these trends in a way that builds wealth and increases homeownership opportunities for more families who've traditionally been locked out of the homebuying market. In other words, WE ARE IN A HOUSING CRISIS.

- -

UGR Question #1: Which population and growth projections should Council make?

With the UGR, we believe that the focal and starting point rests primarily on the population and growth scenarios presented in the report. While the draft contains a lot to applaud—including acknowledgements of an existing regional housing shortage, changing housing choices due to the pandemic, and the creation of newly allowed middle housing options—it still includes elements that are concerning for our industry.

For one, the report concludes that regional population growth is slowing because birthrates are dropping (which of course is an established national trend). This means that in-migrating residents will be the primary driver of our population growth, as it has been in recent years. This analysis makes sense. However, the report erroneously assumes that, "Slowing population growth also means slower job growth." We respectfully disagree.

Though we concur that we can't necessarily change what the data tells us, we *can* choose policies that will bend the precision of that data towards a stronger economic future. In other words, if we use this growth report to prepare for strong economic and housing growth, we believe that in-migration will adapt towards a higher-opportunity future—if you build it, they will come. On the flipside, if we plan for anemic growth and limit our ability to adapt to the market, we'll just be realizing our own economic stagnation. In either case, it's a self-fulfilling prophesy.

UGR Recommendation #1: assume and position the report with the high-growth population scenario.

We feel that Metro would not only be wise, but would be making the most responsible public-policy decision to plan for growth, despite what projections may or may not suggest. Preparing with an attitude of a high-growth scenario provides Metro and local jurisdictions with more flexibility to plan for the future that will avoid future housing crises and economic stagnation. As we hear often from planners: *failing to plan is planning to fail*.

- -

UGR Question #2: How should Council approach housing need and development scenarios?

To start, we want to acknowledge the fact that Metro staff included in this report an existing housing shortage of 23,700 units. While many in the housing industry would argue (with additional sources) that number is considerably low, it is still an important indication of how serious our housing crisis is to Metro. Moving on from there, we appreciate the difficult work that went into calculating our housing needs over the next 20 years. And we believe it would be misleading, if not negligent, to suggest that our region's housing needs are anything except *high*. Therefore, **we urge Metro to adopt the high-forecast housing need of at least 203,200 units over the next 20 years**. This reflects a greater sense of reality than the baseline or low-point figures hold.

Additionally, in the report, Metro also makes assumptions about not only the rate of our growth, but also *how we will and should grow*. Found on pages 38-39, the report contains several assumptions for development potentials using "illustrative demand and capacity scenarios." While we aren't exactly sure which data these trends were founded upon, we do feel that they all but marginalizes and unduly prevents the construction of new, single-family homes for residents. It assumes, either through economic reality or lifestyle choices, that our region's historically strong demand for homeownership isn't a viable scenario going forward. Again, we disagree.

And importantly, just after the limited scenarios are presented, the report goes on to say that "…it will be the market, not Metro's UGR calculations, that determine what mix of middle housing and single-unit detached housing gets built…" Yet, in the way that the housing needs scenarios are presented, Metro is essentially asking its Council to do just that by attaching to their decision a condition and outcome which will essentially select which types of housing should get built. Housing construction is a market-driven industry, with the overwhelming majority being built by private developers. We believe that it is not within Metro's power or provision to attempt to guide the mix of housing the market will bear, least of all with just four narrow scenarios.

UGR Recommendation #2: Metro should adopt a high-forecast housing need. Also, it should reject the growth scenarios presented in the UGR or establish an additional scenario that creates flexibility for the housing market to adapt to the demand of consumers.

A high need scenario reflects the reality on the ground and will allow policymakers across the region take actions that will address the high cost of housing in their communities. Also, we believe that the forecasted development scenarios have been created despite the fact that nearly 4 out of 5 Oregonian's still prefer to live in a single-family home versus other housing types. And it fails to recognize the power that public-policymaking has on the creation of new housing, which could make single-family entry-level homes more affordable. Lastly, it ignores the fact that the vast majority of homeownership opportunities lie in the single-family market. We believe that Metro should consider that our region's collective desire to foster equity and economic justice will rely on the unique wealth and community-building opportunities that arise with homeownership.

City of Sherwood UGB Expansion Request

This year, the City of Sherwood is the only city requesting a UGB expansion—and we believe that it would have a tremendous impact on our region, in the form of 4,500 good-paying jobs, roughly 5,000 new homes, and the creation of hundreds of acres of parks and natural areas.

For almost two years, I had the pleasure of sitting on the Sherwood West Technical Advisory Committee which helped shape the concept planning for the area. I can say without reservation that the plan brought forward by staff, regional stakeholders, and community members has been careful, conscientious, and equitable. **We applaud the delivered outcome and encourage Metro to move forward with an approval that encompasses the entirety of the 1,291 acres as requested, *without conditions.***

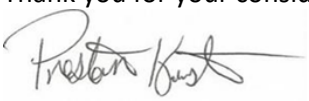
As Metro knows well, bringing new lands into the UGB requires focused planning, financing for infrastructure, and a building environment that can support growth. Fortunately, Sherwood is primed for just that. Over the last several years, the city has undergone extensive public engagement to develop a plan that is innovative, forward-thinking, and contains a variety of tools that will create complete and livable communities. However, adding conditions as suggested in a recent Council Session, could be

detrimental to that extensive outreach. There are serious political costs to adding conditions, not to mention the hundreds of thousands of dollars in grants and general fund dollars would be jeopardized if onerous restrictions are placed on this community-led design.

Given the continued severity of our region's housing crisis, mixed with the budding opportunities to capitalize on historic investments for local economic development—HBA and our partners in the housing sector view this request as a great example of a planning process that will bear fruit for generations. It will help empower our region to reach its housing production goals while creating an indispensable lifeline to a struggling local economy. For affordability and the overall supply of housing, the Sherwood West proposal is an undeniably smart plan that deserves the community's support and Council's unanimous vote.

In closing, we would like to thank Metro staff and Council for the dedicated service they offer to our communities. From long-range planning to affordable housing development, the work you do is not easy and the stakeholder groups you engage are broad and not always agreeable. We appreciate the efforts taken to develop the 2024 Draft UGR and to review Sherwood's 2024 UGB Expansion. And we implore you to consider the serious housing crisis we are facing when making your ultimate recommendations and decisions.

Thank you for your consideration of our testimony,



Preston Korst
Director of Public Policy and Government Affairs
Home Building Association of Greater Portland

Miriam Hanes

From: Preston Korst <prestonk@hbapdx.org>
Sent: Thursday, August 22, 2024 3:45 PM
To: Metro 2040; Marissa Madrigal
Cc: Lynn Peterson; Ashton Simpson; Christine Lewis; Duncan Hwang; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan
Subject: [External sender]HBA Testimony: Draft UGR and Sherwood West UGB Request
Attachments: HBA Testimony, 2024 UGR and Sherwood West Expansion Request (8-22-2024).pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good afternoon Metro leaders!

Please find attached to this email the Home Building Association of Greater Portland's testimony for the 2024 Urban Growth Report and the Sherwood West Expansion Request. If you have any questions, please feel free to reach out directly by phone at 503-351-0910.

Thank you so much.
Preston

Preston Korst
Director of Policy and Government Affairs
Home Building Association of Greater Portland
email: prestonk@hbapdx.org
Office: 503-684-1880 | Cell: 503-351-0910

Marissa Madrigal, COO
Metro
600 NE Grand Avenue
Portland OR 97232

August 22, 2024

Dear COO Madrigal,

First, I want to thank you for convening the year-long Urban Growth Report Stakeholder table. It created an opportunity to better understand the work done by Metro staff preparing the report, while also hearing from partner organizations about concerns and challenges. While I do think it helped build goodwill among regional partners who often feel frustrated by the process, it did also lay bare some of the places where there may be an opportunity for improvements.

Beyond this Growth Management Decision, Westside Economic Alliance looks forward to continued partnership with Metro Council and staff to identify those opportunities for improving the input, process and subsequent outcomes for our region.

POPULATION & HIGH GROWTH PROJECTIONS

Turning to the 2024 Urban Growth Report, it's important that we begin with the population estimates on which so much of this report rests. The early conclusion is that regional growth is slowing because Oregon's birth rates are among the nation's lowest. Given this data point, the report correctly concludes that net in-migration will be the primary driver of regional population growth. The report goes on to state, "Slowing population growth also mean slower job growth."

What the report fails to state clearly is that if net in-migration will be the primary source of regional population growth then our region's, and our state's, housing and economic future will be overly dependent on smart policy decisions that encourage growth.

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City of Tualatin

It is to that end that Westside Economic Alliance highly encourages COO Madrigal, and subsequently the Metro Council, to adopt high growth population forecasts for our region. It is far better to plan for growth and not see it realized than it is to plan for decline and risk the underproduction of housing and jobs, adding pressure that results in another housing crisis or economic stagnation.

Just as we are seeing an out-migration of a certain segment of our population due to their concerns about public policy choices, we could create in-migration through the adoption of a different set of policy choices.

Adopting the high-growth population forecast will give Metro and the local jurisdictions more flexibility to meet our communities' needs and should be viewed as a prudent public policy decision.

EMPLOYMENT LANDS

According to the Urban Growth Report, Metro staff have forecasted a surplus of Industrial land supply with a current capacity of 5,950 acres and a 20-year projection of a surplus of between 450 and 7,450 acres. However, the report also highlights some of the realities on the ground that act as major detractors to the current capacity estimate: in particular slope and lot size.

Slope

Over the course of the Urban Growth Report roundtable, we heard from developers that Oregon Revised Statute applies the definition for "buildable land" for residential construction to commercial and industrial land. As such, we learned that slopes of up to 25% are considered legally "buildable" for the purposes of all employment land, yet commercial and industrial developers say they will not consider land buildable with more than a 7% slope grade. When challenged on this, staff identified 1,300 acres with a slope greater than 7% that were counted within the buildable land inventory. **We recommend COO Madrigal and the Metro Council amend the Employment Land forecast to reflect this reality**.

Lot Size

An additional concern with the gross figure of 6,000 acres of 'surplus' industrial land is lot size. According to the Urban Growth Report the average lot size is 3.8 acres with a median lot size of 1.7 acres.

According to the data of the currently vacant industrial land, here is the breakdown of available vacant lots by acreage:

- 545 lots are less than 1 acre = 148 acres
- 97 lots are 1-1.99 acres = 142 acres
- 72 lots are 2-2.99 acres = 178 acres
- 49 lots are 3 – 3.99 acres = 167 acres

- 27 lots are 4 – 4.99 acres = 127 acres
- 22 lots are 5 – 5.99 acres = 125 acres
- 10 lots are 6 – 6.99 acres = 63.5 acres
- 13 lots are 7 – 7.99 acres = 96 acres
- 11 lots are 8 – 8.99 acres = 101 acres
- 6 lots are 9 – 9.99 acres = 66 acres
- 22 lots are 10 – 14.99 acres = 271 acres
- 12 lots are 15 – 19.99 acres = 219.5 acres
- 4 lots are 20 – 24.99 acres = 164 acres
- 6 lots are 25 – 29.99 = 107 acres
- 12 lots are 30 acres or more = 594 acres

Given the overabundance of small sites and the fact that the current vacancy rate for industrial land is below 5 percent across the region, the reality is that the vast majority of this acreage could not be used to serve the industrial market.

We recommend that COO Madrigal and the Metro Council direct staff to work with industrial developers to identify a minimum lot size that is realistic for effective industrial development. Any lots below that lot size should be removed from the overall land supply calculation.

As mentioned in the draft Urban Growth Report, the data and analysis of industrial land supply is not the only information that the Council may consider when determining whether there is a need to expand the Urban Growth Boundary. They may also consider whether there is a regional need for industrial sites with specific site characteristics such as larger sized sites.

The Oregon Semiconductor Task Force recommended that in order to be competitive over the next 5-10 growth cycle, the state needed to identify the following development ready sites:

- Two (2) sites of 500+ acres for advanced R&D or production fabrication operations
- Four (4) sites of 50-100 acres for device manufacturers or equipment manufacturers
- Eight (8) sites of 15-35 acres for key suppliers to the ecosystem

And while this site list is a statewide recommendation, we know that industries will often create clusters. Indeed, in EcoNW's report (Appendix 9) they note:

> The Metro Region already has a strong cluster for semiconductors in Hillsboro with Intel's Gordon Moore Park at Ronler Acres Research Campus, which creates 1,000 patents a year. This existing strength in semiconductor manufacturing can position the region to capture other semiconductor activities, and semiconductors are half of the state's annual exports. The semiconductor boom in the 1990s was

precipitated by the state having 2000 acres of industrial land, which led to billions of dollars of investment and doubling the industrial employee count.

To prepare for the next influx of semiconductor activity, the region will need to have a supply of industrial land to support business growth and expansion. The Semiconductor Task Force's Industrial Lands Subcommittee found that the key site characteristics that the semiconductor prefers is a location near other semiconductor businesses and labor, parcels of at least 25 acres, and sites that have infrastructure in place to support development that can begin within 6 months to three years. The subcommittee identified a lack of land that met these criteria.

And, as noted on pages 55-56 of the Urban Growth Report:

[T]he Metro Council established the following policy in the Regional Framework Plan:

'1.4.6 Consistent with policies promoting a compact urban form, ensure that the region maintains a sufficient supply of tracts 50 acres and larger to meet demand by traded-sector industries for large sites and protect those sites from conversion to non-industrial uses.'

Since the 2017 update of the Regional Industrial Site Readiness inventory of large industrial sites, 15 large industrial sites have developed. Six of the sites that developed are over 50 acres in size. There are ten remaining sites over 50 acres inside the UGB. Of those, two sites have marine or airport use restrictions, leaving eight sites over 50 buildable acres inside the UGB that are available to the general industrial market.

And so, the Semiconductor Task Force, the EcoNW Report and Metro's own policy recommends additional land of at least 25 acres with a push to identify 'sufficient supply of tracts 50 acres or larger' to meet the industrial needs of the region. And yet the overwhelming majority of vacant industrial land is LESS THAN 25 acres. There is an imbalance in acreage lot size availability and without a recommendation to discount acreage too small for real industrial development, Metro Council could stagnate the region's ability to leverage generational federal and state investment potential.

SUPERSITING AUTHORITY

Per the passage of Senate Bill 4, Oregon's CHIPs Bill, Governor Kotek maintains super-siting authority through the end of 2024. Should the Governor choose to use this authority, we urge Metro Council to see this as an additive, rather than as a replacement for, an Employment Land expansion in the Growth Management Decision.

We urge Metro to consider the generational investments that may be lost should the Governor provide the extraordinary opportunity of a regional supersite for semiconductors but the region is unable to support that work due to a lack of available mid-size lots needed for a healthy cluster.

CITY OF SHERWOOD EXPANSION PROPOSAL

We enthusiastically and without reservation support the City of Sherwood's request for expansion without any conditions. While Metro may want to make recommendations or provide incentives to encourage certain kinds of growth, we trust the rigorous public engagement process that Sherwood has already conducted and trust that they will continue to engage their community to understand how to grow reasonably and responsibly.

Metro staff made clear during our roundtable convening that Metro is not a zoning organization. To that end, we ask Metro to allow the city to work with their residents in the coming years to decide what makes most sense for their community's needs. It is imperative that policymakers recognize that every jurisdiction in our region has their own unique community needs and that heavy handed policy making to try to make suburban areas mimic urban areas is unreasonable.

We encourage Metro to engage in the process, as other regional partners plan to do, to provide input about best practice and guidance for equitable outcomes. But beyond that, **COO Madrigal and the Metro Council should allow local jurisdictions to grow within their own boundaries in a way that best reflects the community they are working with their residents to create**.

To be clear we ask COO Madrigal, and subsequently the Metro Council to:

- Add 340 net acres of residential land to the UGB as proposed in the Sherwood West Concept Plan as proposed.
- Add 130 net acres of flex industrial land to the UGB as proposed in the Sherwood West Concept Plan as proposed.
- Add 135 net acres of commercial and hospitality land to the UGB as proposed in the Sherwood West Concept Plan as proposed.

CLOSING

Westside Economic Alliance wants to again appreciate the work of Metro staff who prepared this cycle's Urban Growth Report. It is a massive undertaking, and this year another layer of public engagement was added via the Urban Growth Roundtable that took a significant amount of staff time.

To close, Westside Economic Alliance on behalf of our members, ask **COO Madrigal and the Metro Council to lean into a Growth Management Decision that is aspirational**. Throughout the region we are hearing alarm bells going off that our growth in the coming

decades will be reliant on in-migration. In-migration can be super charged through smart policy choices. Job growth can be ramped up through smart policy choices. Land readiness can be increased through smart policy choices and investments.

Adopting a high growth population scenario is the first step to unlocking the potential for smart regional policy and investments that will help our region's employers and local jurisdictions realize economic growth and prosperity.

Thank you for your time and commitment to the growth of our region.

Sincerely,



Elizabeth Mazzara Myers, Executive Director

Cc:
Lynn.Peterson@oregonmetro.gov
Ashton.Simpson@oregonmetro.gov
Christine.Lewis@oregonmetro.gov
Duncan.Hwang@oregonmetro.gov
Gerritt.Rosenthal@oregonmetro.gov
JuanCarlos.Gonzalez@oregonmetro.gov
Mary.Nolan@oregonmetro.gov

Miriam Hanes

From: Elizabeth Mazzara Myers <Elizabeth@westsidealliance.org>
Sent: Thursday, August 22, 2024 10:50 AM
To: Metro 2040; Marissa Madrigal
Cc: Lynn Peterson; Ashton Simpson; Christine Lewis; Duncan Hwang; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan
Subject: [External sender]WEA | Testimony to COO Madrigal re: 2024 Urban Growth Report
Attachments: Metro UGR 2024_Written Testimony to COO_22Aug2024 (2).pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good morning.

Please accept the attached testimony prepared on behalf of the members of the Westside Economic Alliance.

Thank you.
Elizabeth



Elizabeth Mazzara Myers, Executive Director

email: Elizabeth@WestsideAlliance.org
mobile: 541-490-2330
web: www.WestsideAlliance.org

Miriam Hanes

From: STEVE ROSS <steveross.oregon@gmail.com>
Sent: Thursday, August 22, 2024 6:23 PM
To: Metro 2040
Cc: sherwoodfarmalliance@gmail.com; Marissa Madrigal; Lynn Peterson; Gerritt Rosenthal; rosenert@sherwoodoregon.gov; rutledgee@sherwoodoregon.gov; maysk@sherwoodoregon.gov
Subject: [External sender]Sherwood Urban Growth Boundary

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To whom it may concern,

As a resident and taxpayer of Sherwood, I strongly oppose the 2024 Sherwood West Urban Growth Boundary Expansion Proposal and the proposed expansion of the Urban Growth Boundary by 1,291 acres. This excessive and unnecessary plan would destroy vital farmland, increase traffic congestion, and burden residents with higher property taxes. I stand with the West of Sherwood Farm Alliance in urging you to reject this proposal and preserve the unique character and agricultural heritage of our community.

Sincerely,

Steven Ross

NAIOP
COMMERCIAL REAL ESTATE DEVELOPMENT ASSOCIATION
OREGON CHAPTER

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Mill Creek Residential

Jake Sly
R&H Construction

Executive Director
Geoff Horning

August 22, 2024

The Hon. Lynn Peterson, President
Metro Council
600 NE Grand Avenue
Portland, OR

RE: 2024 Urban Growth Report

Dear President Peterson and Councilors:

NAIOP, the Commercial Real Estate Development Association, is one of the leading organizations for developers, investors, owners & operators, brokers, and related professionals in office, industrial and mixed-use real estate throughout the United States, Canada, and Mexico. The Oregon Chapter's members represent a broad and diverse range of companies involved with commercial real estate activities in the Portland metropolitan area, including developers, owners, brokers, and managers, along with other professionals providing legal, finance, title, engineering, architectural, construction, and other services.

Thank you for the opportunity to comment on the draft 2024 Urban Growth Report which is a crucial element in planning for the future of commercial development in the region. Our testimony will focus on two areas:

- Strong support for the boundary expansion proposed by the City of Sherwood which includes our unequivocal endorsement of the findings and conclusions presented by EcoNorthwest in its *Sherwood West UGB Assessment* document found in Appendix 9;
- Concerns with the UGR's estimates of supply and capacity of industrial land

I. Support for Sherwood West UGB Expansion Proposal/Endorsement of EcoNorthwest Findings and Conclusions

NAIOP Oregon member representatives have been involved in Sherwood's planning process for the Sherwood West area for more than two years, and we very much appreciate the extensive time and effort the City has devoted to careful development of a plan that will provide much needed additional land for employment and housing. The Sherwood West Concept Plan includes land for housing, schools and civic facilities, park space, and 265 net acres for employment uses that would support about 4,500 new jobs. We strongly endorse the findings of ECONorthwest that this area has regionally

unique characteristics that would be very attractive to industrial development, including 40-to-50-acre parcels, minimal site aggregation, slopes under 5 percent, and access to Interstate 5.

Our industrial market members have long been well aware of ECONorthwest's finding that, unlike in the office and retail markets, vacancy rates for the industrial sector in the region are below 5%. This is an extremely low number and, with continuing strong demand for this type of space, has spurred a more than 20% increase in industrial rents over the last five years. These two trend lines are even more pronounced within Washington County, where the vacancy rate dipped to 2.5% in 2023 and rents increased 23%.

As ECONorthwest found, "A diverse regional market supply of sites is essential to maintaining an equilibrium in market pricing and to supporting a broad range of industries." Without such a supply, the Portland metropolitan region will be unable to compete with other national markets and will be passed over by employers looking for new locations and expansion opportunities.

The Sherwood West area fulfills this need quite well with its unique set of features as listed above by the ECONorthwest analysis. Also, it should be noted that Sherwood West is within an acknowledged Urban Reserve that was designated 14 years ago after an intensive public process to identify and compare parcels most suitable for UGB expansion and future urbanization. Expansion of the UGB to include Sherwood West is a logical and appropriate next step to ensure that the region is able to satisfy regional industrial land needs for the next twenty years.

II. Concerns with the UGR's estimates of supply and capacity of industrial land

A. Slopes and Parcel Size. According to the UGR, there are currently 5,950 acres of buildable industrial land within the region. This number, however, seriously overstates the realistic development potential for these lands since it includes properties with slopes of up to 25%, which is much steeper than is acceptable for industrial uses (the 25% slope standard is derived from Oregon Administrative Rules specifically pertaining only to residential land). A more accurate approach would be to use the acreage for "unconstrained" parcels shown on Table 5 of Appendix 6 which deducts those areas where 10% or less of the taxlot is up to a 7% slope. This amounts to 2,839 acres, but is also problematic since the average parcel size is 1.05 acres, much smaller than is typically seen for industrial development.

According to data from CoStar, since 2018 there have been 137 industrial buildings constructed within the UGB and Clark County. As shown in the table below, those 137 buildings had 21,834,448 total square-feet of net rentable area, with a total land area of 1,678 acres.

New Industrial Construction 2018-24 Within Portland UGB and Clark County, Washington	
Total Building Net Rentable Area	21,834,448 sq. ft.
Total Land Area	1,678 acres
Average Building Size	159,376 sq. ft.
Median Building Size	105,986 sq. ft.
Average Land Area	12.25 acres
Median Land Area	8.44 acres

As can be seen from these numbers, the average and median land area size of 12.25 and 8.44 acres for industrial developments over the last six years is far larger than the 1.05 acre average lot size seen in Table 5 of Appendix 6 in the UGR. This disparity is further reinforced by data presented in ECONorthwest's Sherwood West UGB Assessment (Appendix 9 of the UGR) regarding the size of industrial buildings constructed. According to the report, "Between 2019 and 2023, 7 million square feet of industrial buildings (sized 100,000 square feet or larger) were developed in the region across 33 buildings. This indicates that 39 percent of the industrial buildings built between 2019 and 2023 equal or are greater to 100,000 square feet, which shows the trend towards new industrial companies needing larger spaces."[1]

We would urge the Council to direct staff to develop recommendations for further reductions in projected industrial land capacity after taking into consideration the steep slopes and the extremely small average taxlot size of the buildable industrial acreage.

B. Projected Infill Industrial Development. A further problem with the 5,950-acre total amount of buildable industrial land is that 3,252 acres (55%) are projected to come from infill development of sites that are already considered developed. Only 2,574 acres (43%) are actual vacant, undeveloped sites. The infill projection is very aggressive for such remnant parcels and begs the question of what the historical rate of industrial infill has been.

We urge the Council to direct staff to produce this information so that it can be compared with projections for the future.

Thank you for the opportunity to comment on the Urban Growth Report and we appreciate the outreach efforts of your staff to brief in responding to our questions. Please let us know if we can provide any additional information.

Sincerely,

Kelly Ross
Public Affairs Consultant

[1] *Sherwood West UGB Assessment*, ECONorthwest, Urban Growth Report Appendix 9, page 8.

Miriam Hanes

From: kelly@westernadvocates.com
Sent: Wednesday, September 4, 2024 1:27 PM
To: Metro 2040
Subject: [External sender]NAIOP Testimony re UGR
Attachments: NAIOP Letter to Metro re 2024 UGR.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Please find attached NAIOP's testimony regarding the 2024 UGR.

NAIOP
COMMERCIAL REAL ESTATE DEVELOPMENT ASSOCIATION
OREGON CHAPTER

Kelly Ross, Public Affairs Consultant
(503) 380-1316 Mobile

Miriam Hanes

From: Dan Rutzick <Dan.Rutzick@hillsboro-oregon.gov>
Sent: Thursday, August 22, 2024 6:09 PM
To: Metro 2040
Subject: [External sender]2024 Draft UGR Comment

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hello,

The 2024 UGR has implications for local government planning processes as Metro's subsequent distributed forecasts inform local Housing Capacity Analyses, Economic Opportunities Analyses, and Regional Transportation Plan modeling.

The City of Hillsboro recommends Metro rely on a high population growth forecast to allow our region to be nimbler in addressing current and future housing and employment needs.

The 2024 Draft UGR demand scenario 4 involves faster household growth in 2044 coming from increased in-migration of younger households, consistent with historic migration dynamics, who typically seeking multifamily and middle housing. Though younger households who migrate to the region by 2030, 2035, and 2040 may initially prefer multifamily or middle housing, many will continue to demand single-unit detached for their growing household size and other reasons. The City of Hillsboro recommends Metro add a new UGR demand scenario 5 that involves faster household growth coming from increased in-migration of younger households, consistent with historic migration dynamics, but with a larger percentage of single-unit detached to meet the demand during the next 20 years.

Though the Draft UGR shows the region as having sufficient total industrial capacity, much of the industrial land supply consists of smaller parcels with an average lot size of 3.8 acres and a median lot size of 1.7 acres. The Draft UGR mentions there are only eight sites over 50 buildable acres inside the UGB that are available to the general industrial market. The final 2024 UGR should highlight the lack of sufficient large-lot industrial sites 25 plus acres in size available to the general industrial market. The final 2024 UGR should also highlight that less than 6% of the taxlots available to the general industrial market are medium-sized sites between 10 and 25 acres.

Thank you,

Dan Rutzick | he/him | *Long Range Planning Manager*
City of Hillsboro | Community Development: Planning Division
503-681-5358 (office) | 503-528-4690 (cell)
Hillsboro-Oregon.gov | Engage with Us

August 22, 2024

Metro Urban Growth Management Team
600 NE Grand Ave.
Portland, OR 97232

RE: Draft 2024 Urban Growth Report

Dear Metro Urban Growth Management Team,

Thank you for the opportunity to review and provide comments on the Draft 2024 Urban Growth Report (UGR). This memo summarizes technical comments from Washington County Land Use & Transportation staff.

We appreciate the work Metro has done for the region's livability in managing the Urban Growth Boundary (UGB) in a way that balances the need to protect rural land uses and provide an adequate supply of land that has a high likelihood of successfully developing into places to live, work, visit, and play. Staff appreciate the opportunity to participate in the process through the Land Use Technical Advisory Group (LUTAG), Metro Technical Advisory Committee (MTAC), the Transportation Policy Advisory Committee (TPAC) and the economic development forum. We also appreciate the time that Metro staff have spent sharing their work with us and other partners through various committees and organizations throughout the process.

Since the origin of the Metro Urban Boundary, jurisdictions in Washington County have shown their ability to plan for expansions of the UGB areas in a way that creates desirable communities. We respectfully request that Metro correct the number of housing units built in North Bethany since the UGB expansion in 2002. The Draft UGR reports that only 573 units have been built, but the actual number is closer to 4,000. This is an important detail because it shows the success of building communities within UGB expansion areas over the last twenty years.

The primary concerns of Washington County staff are how the technical tools have been applied to evaluate the most likely development potential and demand scenarios. These concerns have been raised by the County and other partners throughout the review process. Two examples follow:

- The scenarios that Metro prepared along with the three growth forecasts assigned a demand share for single- and multi-family units. The high growth projection was paired along with the high demand for multi-family product scenario, and we did not see results of the high growth forecast modeled with high demand for single-family product or an even split. We believe that it is important to ensure adequate land for a

variety of housing types. Past trends have shown that much growth (both single and multi-family) is happening outside of town centers, reflecting market realities from both a supply and demand perspective. Supporting and incentivizing growth in our town center areas is a part of the solution to our housing crisis but so are carefully planned UGB expansions and infill development all around the region. The limited scenarios shared in the draft UGR did not prepare us to evaluate the effects of these options.

- For employment/industrial needs, the evaluation of industrial land supply needs to account for the available size of properties and the flat topography needed by modern large-scale industrial development. While land with slopes between 5% and 25% has been successfully developed into new residential areas, and to some extent new commercial areas, the parts of the region's industrial land supply that are this topographically challenging are unlikely to be financially viable. Flatter industrial land is a prerequisite to future growth in industrial employment. Metro should update the calculations of available employment/industrial land to remove steep slopes.

County staff worked closely with Sherwood staff as they prepared the Sherwood West Concept Plan and we support their technical work and the process that they have gone through. Again, we appreciate the collaborative spirit with which Metro staff approached this Urban Growth Report and look forward to our continued work together.

Sincerely,

Erin Wardell

Erin Wardell, Assistant Director
Department of Land Use & Transportation

Attachments:
Washington County Board of Commissioners comment letter 07-16-24

July 16, 2024

Metro Council
600 NE Grand Ave.
Portland, OR 97232

RE: Draft 2024 Urban Growth Report

Dear Chair Peterson and Metro Councilors,

Thank you for the opportunity to comment on the draft Urban Growth Report (UGR) and Sherwood West urban growth boundary (UGB) expansion proposal. The 2024 growth management decision is the blueprint for how Metro Council will lead the region in planning for future housing development and employment opportunities. We appreciate that these decisions are challenging and acknowledge there are trade-offs that must be carefully considered in this decision process.

Our Board strongly supports the City of Sherwood's application for expansion of the urban growth boundary to include the 1,291 acres within the Sherwood West urban reserve area. The city has demonstrated their readiness to serve the area with governance and infrastructure as required by Metro's Urban Growth Management Functional Plan. The City's plan envisions that up to 5,582 housing units and 4,524 jobs could be accommodated in the expansion area. As we are all grappling with ways to produce more housing in the region and across the state, adding this land to our regional urban growth boundary makes sense. In addition, Sherwood has shown that the proposed Sherwood West employment area has the site suitability characteristics to attract more of the types of industry that Sherwood has successfully recruited to the city in recent years. Even though this is a regional urban growth boundary expansion decision using regional analysis, place matters in this consideration. Sherwood has demonstrated that they are a place where people want to both work and live.

We also encourage Metro Council to strongly consider selecting the high growth rate for both population and employment. The selected growth rates guide regional policy and funding decisions around housing, employment land and supporting infrastructure. Choosing low growth rates could artificially constrain our ability to plan for or make decisions to support the development of badly needed housing of all types, or further constrain opportunities to grow our region's traded-sector employment, which provides living wage jobs for thousands of our community members.

Board of County Commissioners
155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072
phone: (503) 846-8681 • fax: (503) 846-4545

Thank you for your consideration. We look forward to continued partnership with Metro in planning to accommodate future growth to keep our region a thriving and great place to live.

Sincerely,



Chair Kathryn Harrington
On behalf of Washington County Board of Commissioners

Cc: Board of County Commissioners
Sherwood City Council
Stephen Roberts, Director of Land Use & Transportation, Washington County
Catherine Ciarlo, Director of Planning, Development and Research, Metro

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Miriam Hanes

From: Erin Wardell <Erin_Wardell@washingtoncountyor.gov>
Sent: Thursday, August 22, 2024 2:50 PM
To: Metro 2040; Eryn Kehe; Ted Reid
Cc: Ken Rencher; Jessica Pelz; Theresa Cherniak
Subject: [External sender]Washington County comments on draft UGR
Attachments: Washington County Draft 2024 UGR Comment Memo.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hi Eryn and Ted,
Please see attached Washington County's technical staff comments on the draft UGR. We appreciate the opportunity to comment, and the work both of you have put into this year's report.

Erin Wardell, AICP | Assistant Director
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INFO: Washington County email address has changed from @co.washington.or.us to @washingtoncountyor.gov. Please update my contact information.